

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Workshop 3: Draft Corridor Concept Plan

JULY 21, 2022

Introduction: Workshop Objectives

Present the Draft Corridor Concept Plan

Discuss how public input has influenced the Plan

Gather input for the Final Plan

Obtain feedback on project priorities for implementation

WORKSHOP AGENDA

*Approximate
Timeframes*

6:00 - 6:10: Check-in and "Open House" Viewing of Exhibits

6:10 - 6:40: Presentation Part 1: Project Overview / Outreach to Date / Draft Corridor Concept Plan (DCCP)

6:40 - 7:30: Interactive Exercise 1: How well has DCCP addressed public input? / Input for the Final CCP

7:30 - 7:40: Presentation Part 2: Implementation Considerations and Next Steps

7:40 - 7:50: Interactive Exercise 2: Prioritizing DCCP Components for Implementation

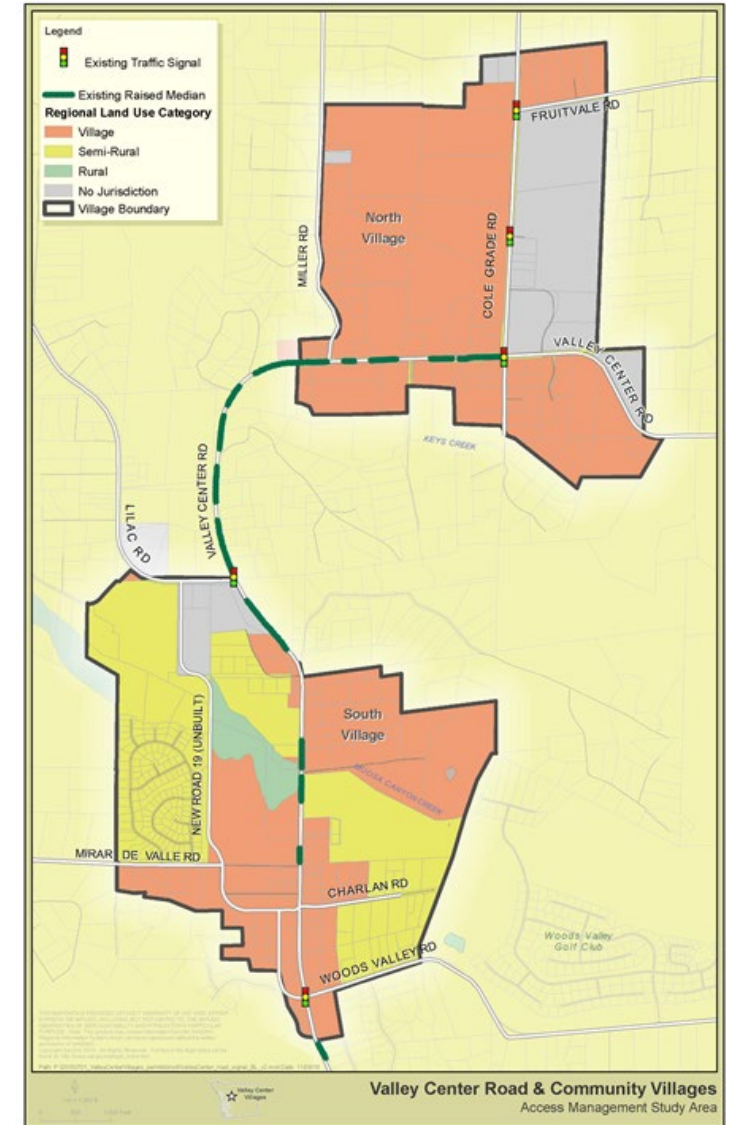
7:50 - 8:00: Questions and Closing

Project Overview and Purpose

Formalize access management strategies

Improve safety along the corridor

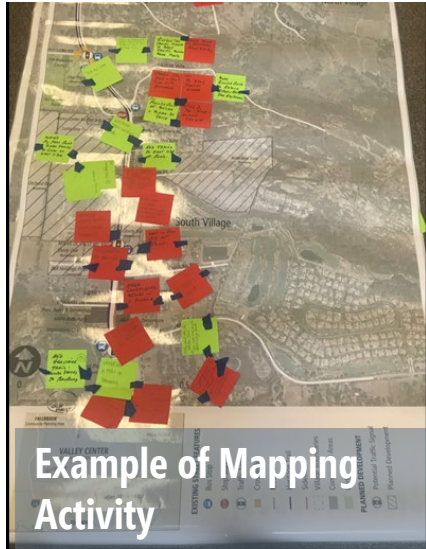
Address operational issues for all users – bicyclists, pedestrians, drivers, equestrians, and transit users




Project Overview - Timeline



Workshop 1 Summary – Community Kickoff



 **Comments Sheet**

Name: _____
Email (optional): _____
 Email update for this project will be distributed via the Community Plan Update Gov Delivery List. If you are not already on that list and would like to be added, check this box.

Please use the space provided below to note any general comments you have related to the Valley Center Road Corridor Concept Plan.

Roundabouts are preferred over signals. will slow traffic and be safer.

Support needs to be to made given to pedestrian and equine travel other than directly crossing road with high speed limits (such as bridges and tunnels)

- Presentation of Existing Conditions Report
- Three interactive exercises were conducted to solicit feedback
 - Polling Exercise – Who’s in the Room
 - Mapping Exercise – Identify Existing Issues
 - Best Practices Discussion – Pros and Cons of Treatment Options
- Comment Cards Provided for General Input

"Need to accommodate future traffic without increasing time to travel the corridor"

"Slower traffic speeds while improving vehicle flow"

"This area is not pedestrian friendly"

"Poor line of sight trying to get on Valley Center Road"

"Reduce frequency and severity of collisions"

"Bicycling is dangerous, there is no separation for bike riders"

140+
comments
received



Workshop 2 Summary – Exploring Treatments by Theme

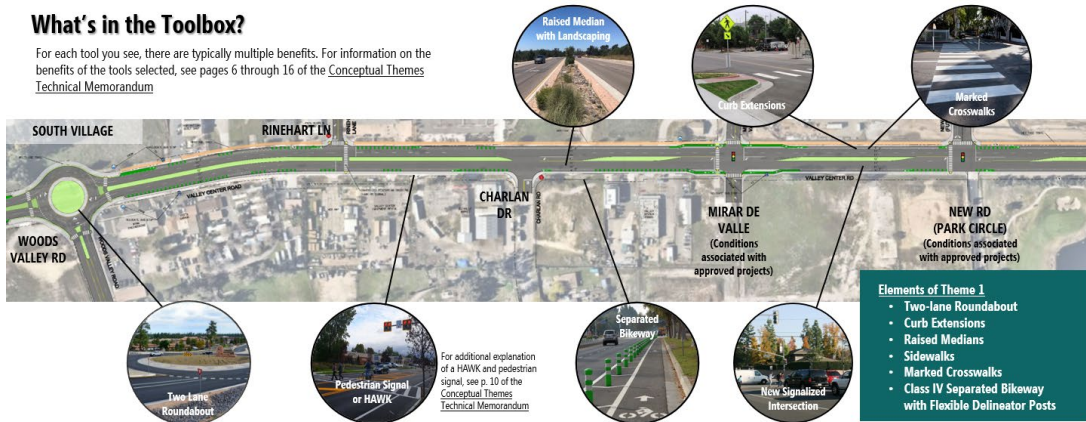
South Village (Section A)
Woods Valley Road to just south of Sunday Drive



Pedestrian & Bicycle Focus Theme | South Village (Section A)
From Woods Valley Rd to just south of Sunday Dr

What's in the Toolbox?

For each tool you see, there are typically multiple benefits. For information on the benefits of the tools selected, see pages 6 through 16 of the [Conceptual Themes Technical Memorandum](#)



Valley Center Road Corridor Concept Plan | Questions? Comments? Email pds.communityplanupdates@sdcounty.ca.gov | Visit <https://bit.ly/VCRoadWorkshop2> | 3 of 5

Workshop #2 Feedback Form (Continued on page 2)

Valley Center Road Corridor Concept Plan

Which theme do you prefer by section? Below is a visual summary of each theme and its corresponding sections on Valley Center Road. Please choose one section per column. You should have reviewed a check for each section and theme from the project website below. If you have not, please return to the project website and review the flipbooks before completing this section.

Theme	South Village Section A: Woods Valley Rd to just south of Sunday Dr	The Center Section B: Sunday Drive and south of Canyon Rd	North Village Section C: Canyon Road to Curb Grade Road
Theme 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Theme 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Theme 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What made you choose this theme? What elements of this theme did you prefer over the others?

The traffic circle at Woods Valley is a good idea. Why no traffic circle at Mirar De Valle or at the very least Park Circle if you have to have light at Mirar De Valle?

A traffic light at Mirar is not necessary and will only slow traffic turning from Mirar onto VC Rd. Traffic circle at Mirar is a good idea. The traffic circle at Jace is a good idea as it will also allow for better transition to VC Rd.

Above: Page from South Village, Section A, Flipbook
Left: Feedback Form

- Walkthrough of components included in each theme
- Presented the three different themes
- Post-workshop online activity: Preferred Theme by segment/intersection

“Roundabouts are safer for vehicles, pedestrians, and bicyclists”

“There are hay trucks, horse trailers, and big rigs going through our town”

“I’m concerned about evacuating times with roundabouts”

“Valley Center and Cole Grade Road are heavily traveled”

“Roundabouts slow down traffic, cause fewer serious accidents, and allow more cars to get out in case of a fire”

“I prefer roundabouts and safer bike paths”

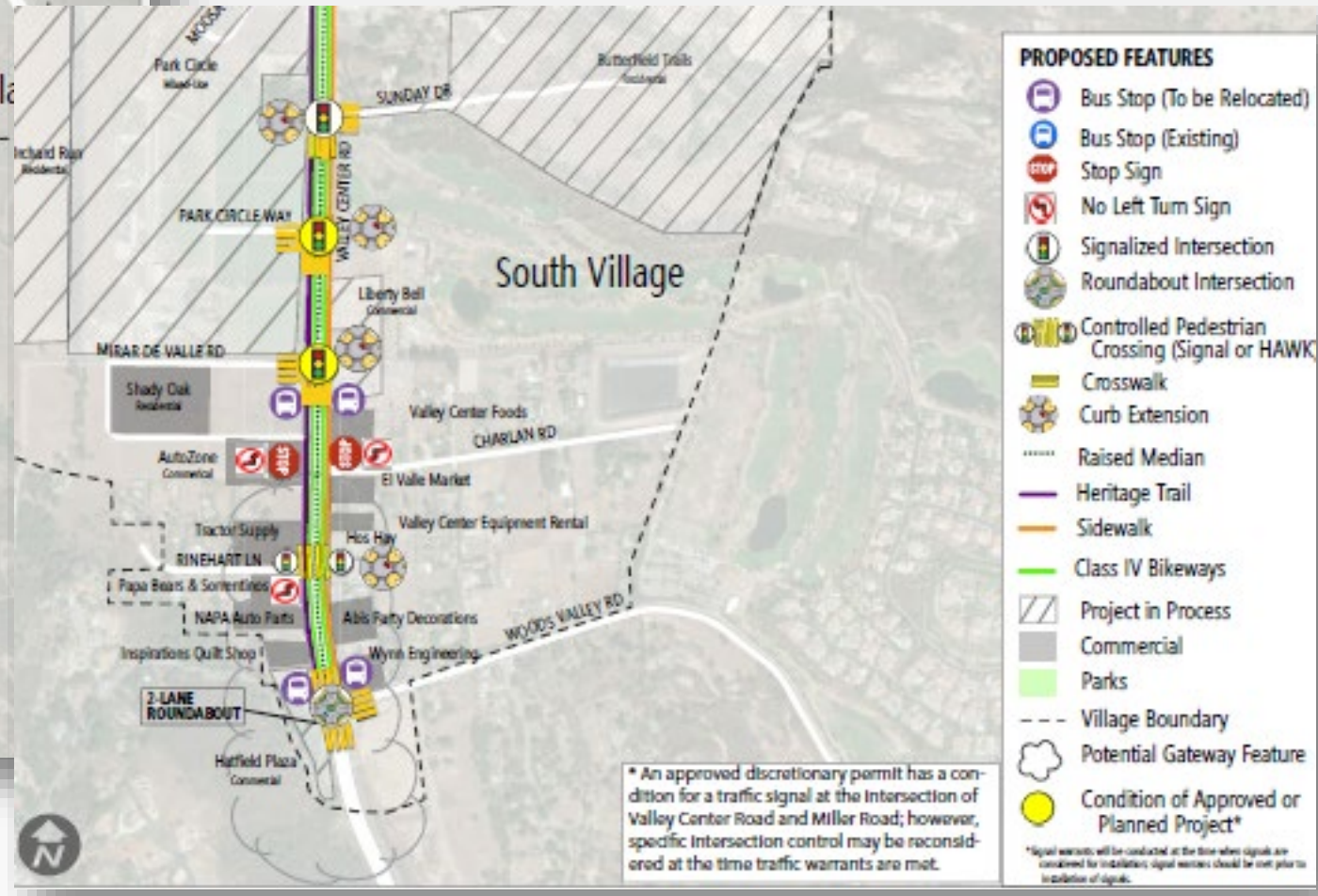
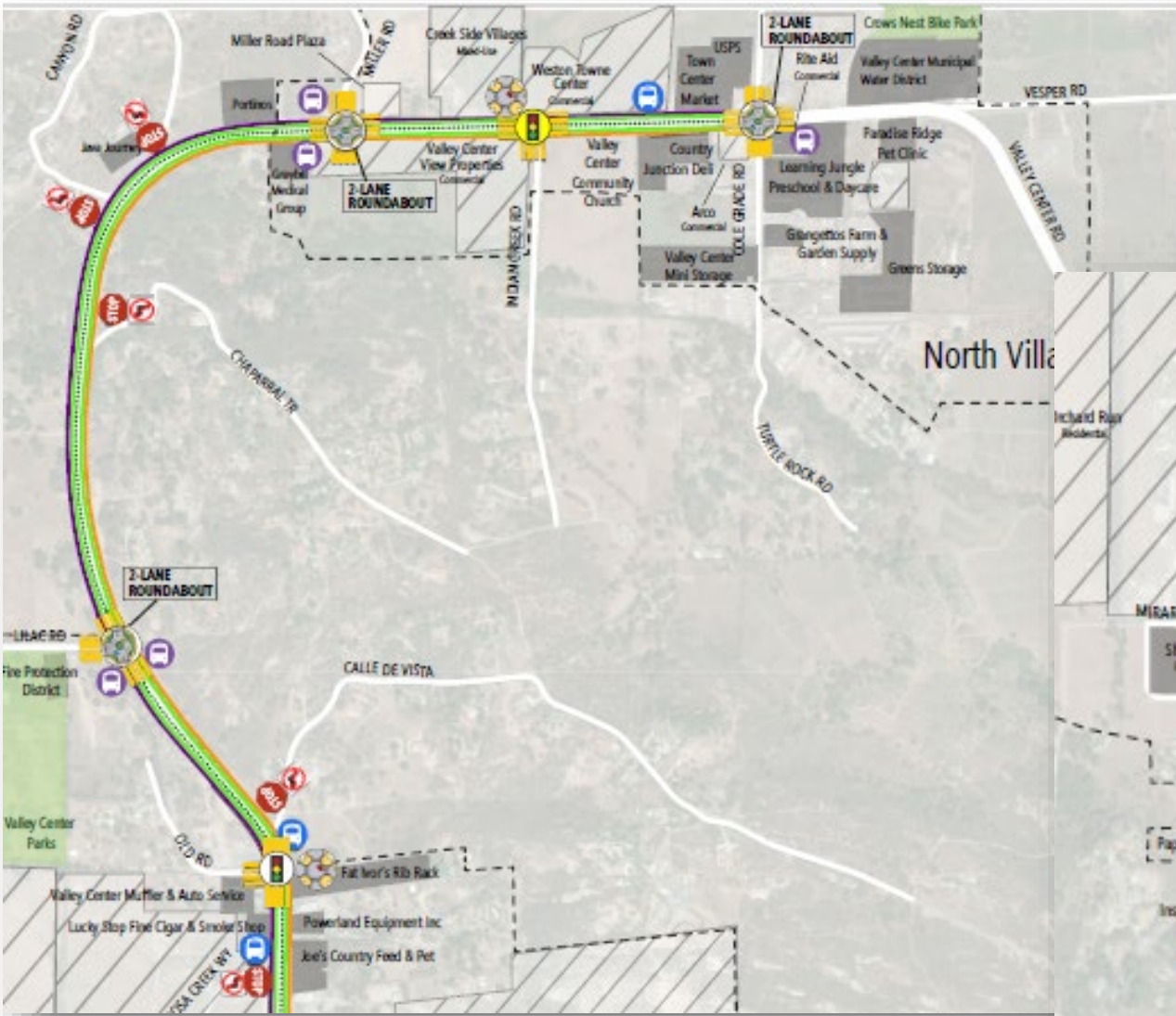


Draft Corridor Concept Plan

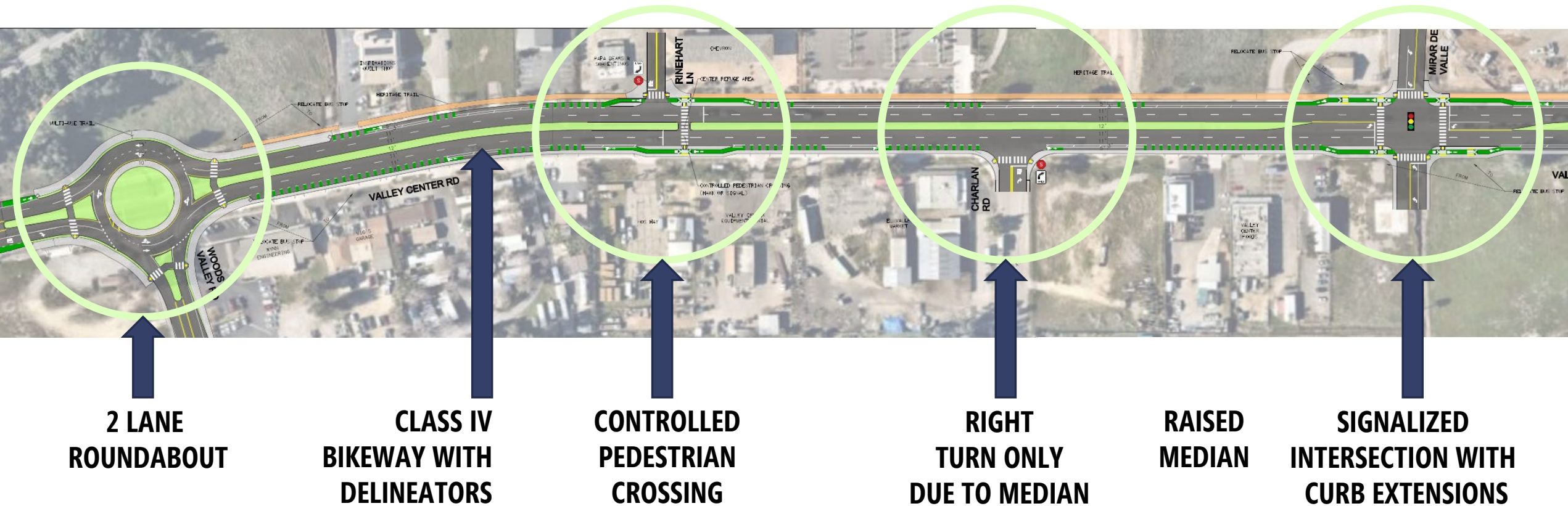
Elements of the Concept Plan

- 2-lane roundabouts
- New traffic signals
- New controlled pedestrian crossing with curb extensions
- Close gaps in the raised median & add no left turn with stop control on side streets
- Class IV separated bikeway with flexible delineator posts along entire corridor
- New sidewalk where there are currently gaps
- Maintain the Heritage Trail
- Continental crosswalks at all marked pedestrian crossings
- Curb extensions at all signalized intersections
- Relocate and improve bus stops to align with intersection controls and Class IV separated bikeway
- Lane width reductions from 12' to 11'

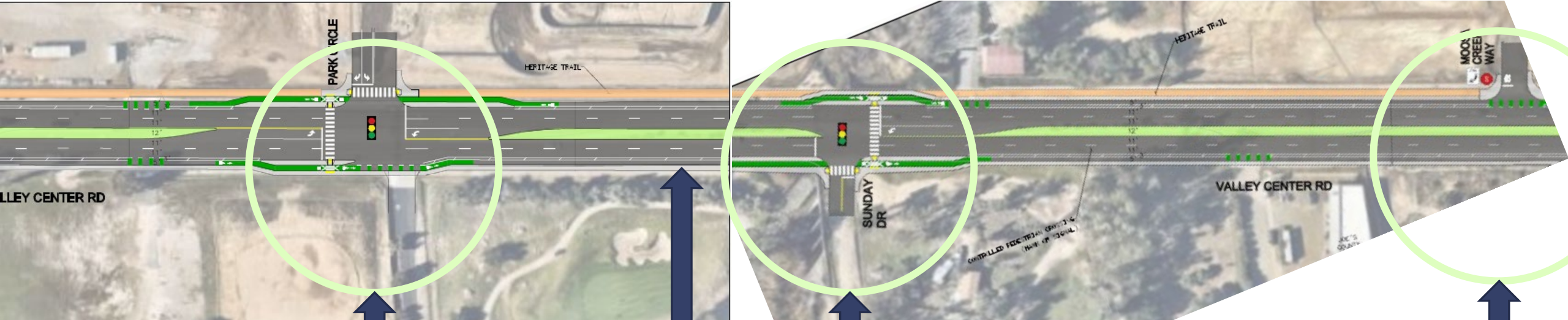
Draft Corridor Concept Plan



Draft Corridor Concept Plan



Draft Corridor Concept Plan



**SIGNALIZED
INTERSECTION WITH
CURB EXTENSIONS**

**CLASS IV
BIKEWAY WITH
DELINEATORS**

**SIGNALIZED
INTERSECTION WITH
CURB EXTENSIONS**

**RAISED
MEDIAN**

**RIGHT TURN
ONLY DUE TO
RAISED MEDIAN**

Draft Corridor Concept Plan

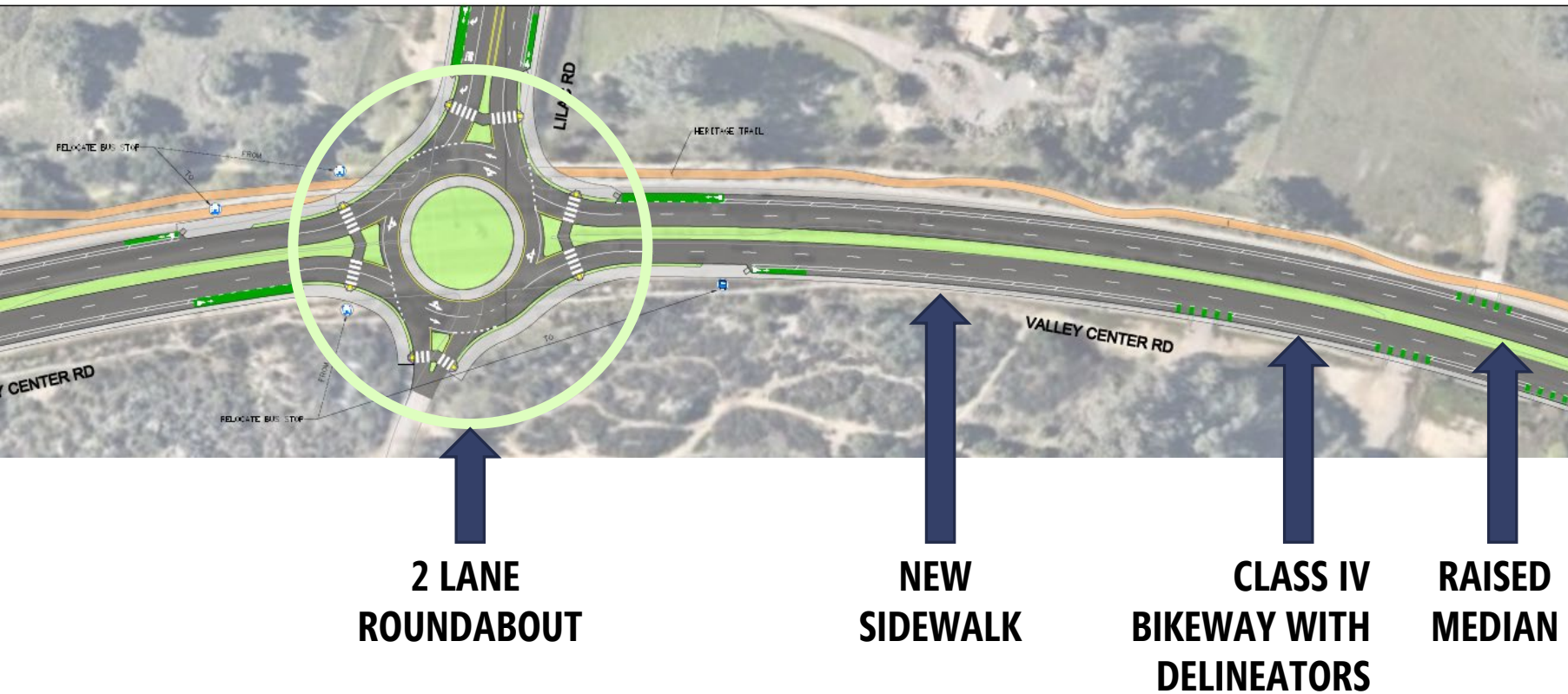


**SIGNALIZED INTERSECTION
WITH CURB EXTENSIONS**

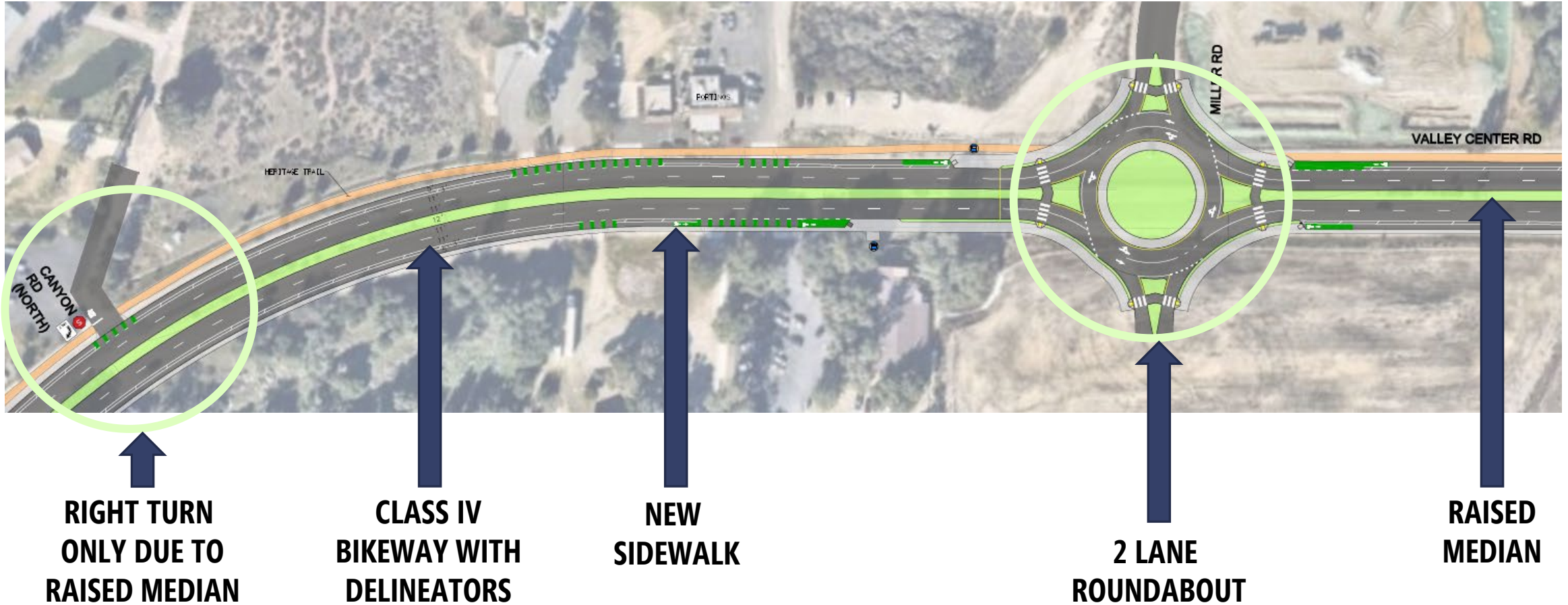
**CLASS IV SEPARATED
BIKEWAY WITH DELINEATORS**

**RAISED
MEDIAN**

Draft Corridor Concept Plan



Draft Corridor Concept Plan



Draft Corridor Concept Plan



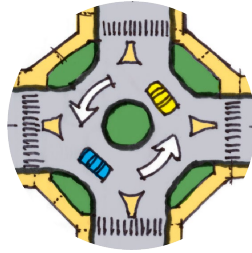
**SIGNALIZED
INTERSECTION WITH
CURB EXTENSIONS**

**CLASS IV
BIKEWAY WITH
DELINEATORS**

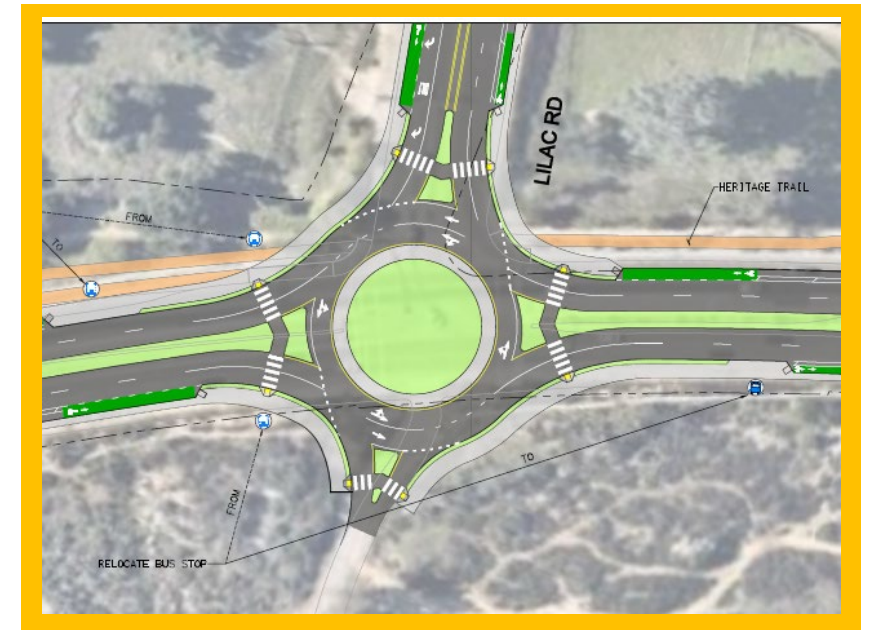
**RAISED
MEDIAN**

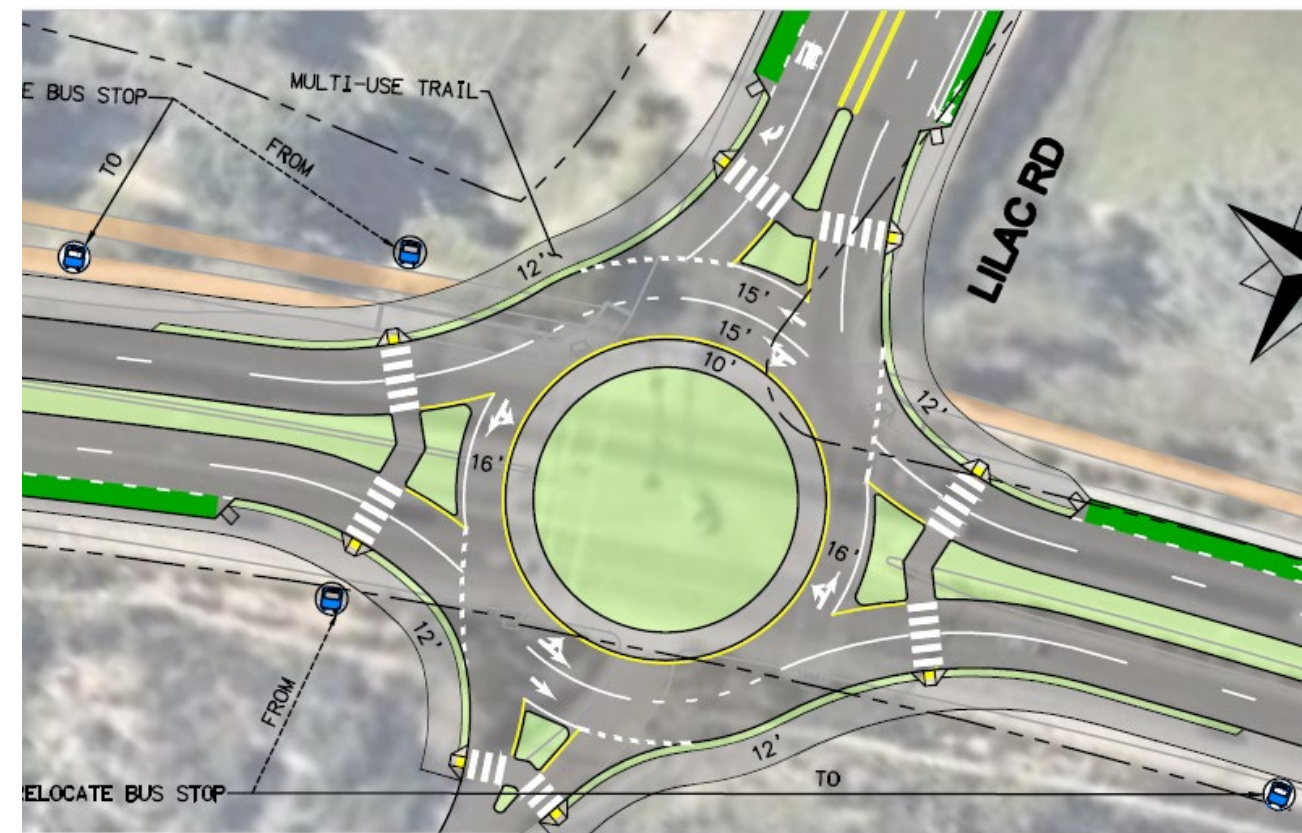
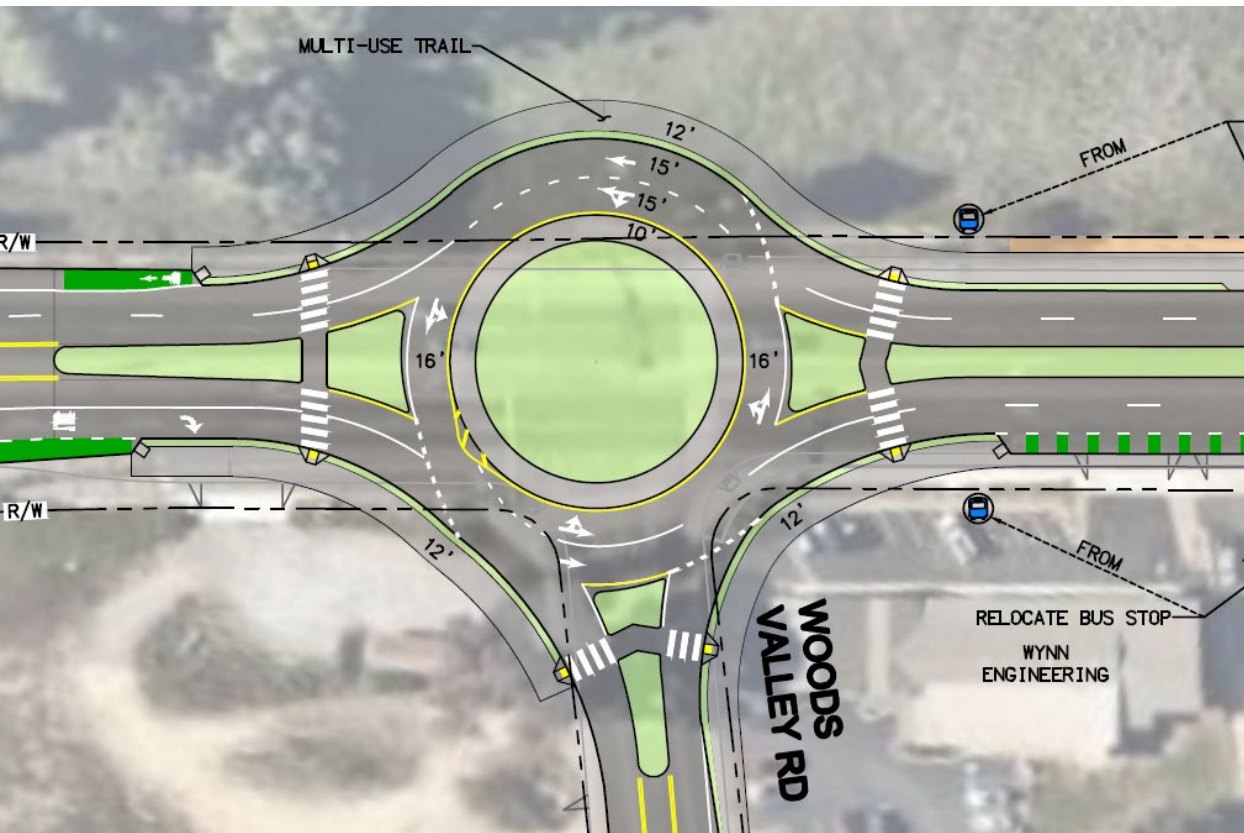
**2 LANE
ROUNDAABOUT**

Intersection Control: Roundabouts



- Vehicles yield to traffic that is already in the roundabout
- Traffic travels counterclockwise around a center island
- Bikes merge with traffic before entering the roundabout or use the multi-use path.
- Requires reduced speeds (20-30mph)
- Almost eliminates the potential for head-on or T-bone collisions



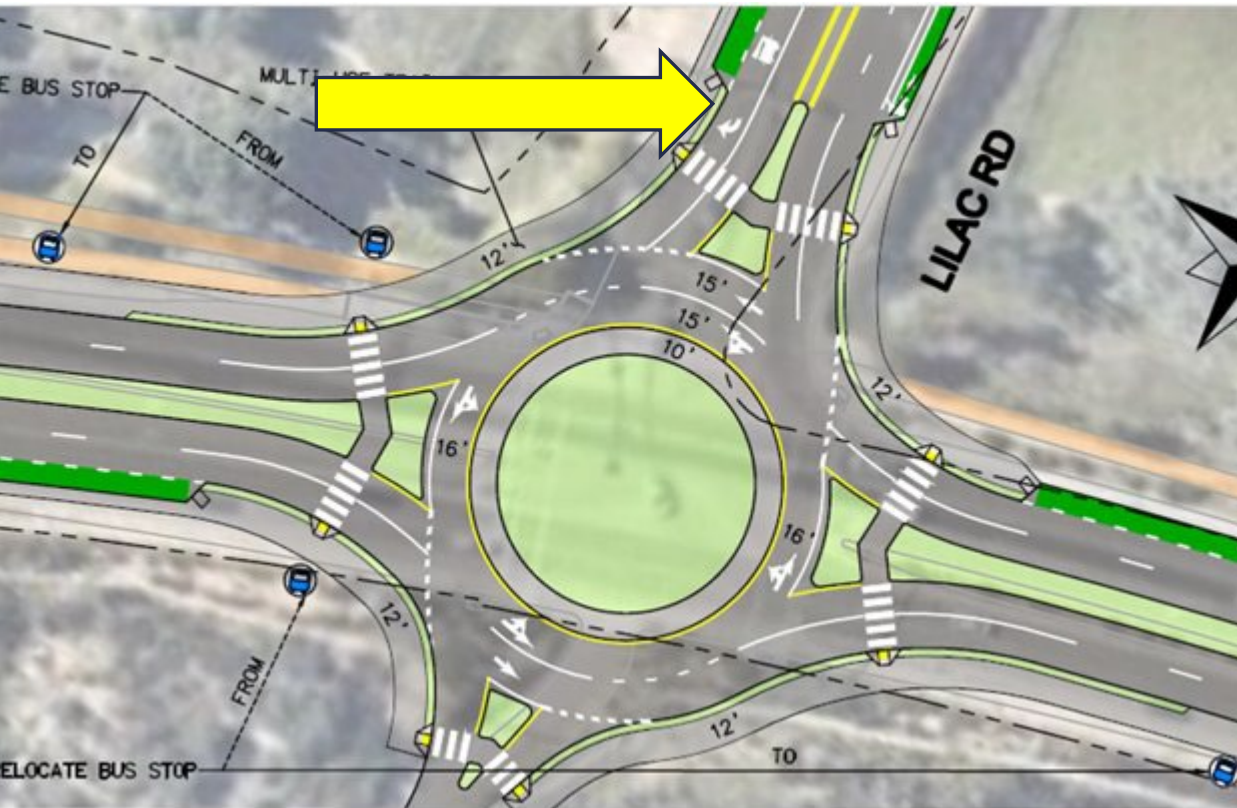


Entry points that will slow speeds entering South Village

Public Comments:

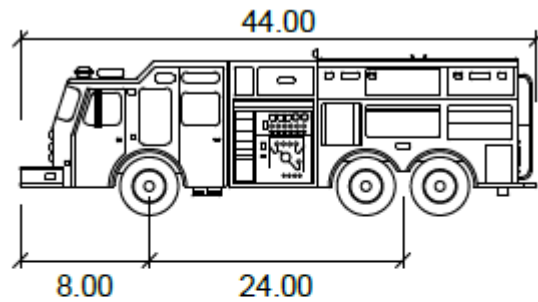
- high speeds
- collisions in this area
- need for traffic calming
- enhanced pedestrian and bicycle safety
- keep traffic moving

Dedicated Turn Lane at Lilac



- VCFPD fire station 1,400' from intersection and Community Center/Park 650' from intersection
- Dedicated right turn lane on eastbound Lilac Road
- Helps maintain quick response times from VCFPD Station 1 to South Village

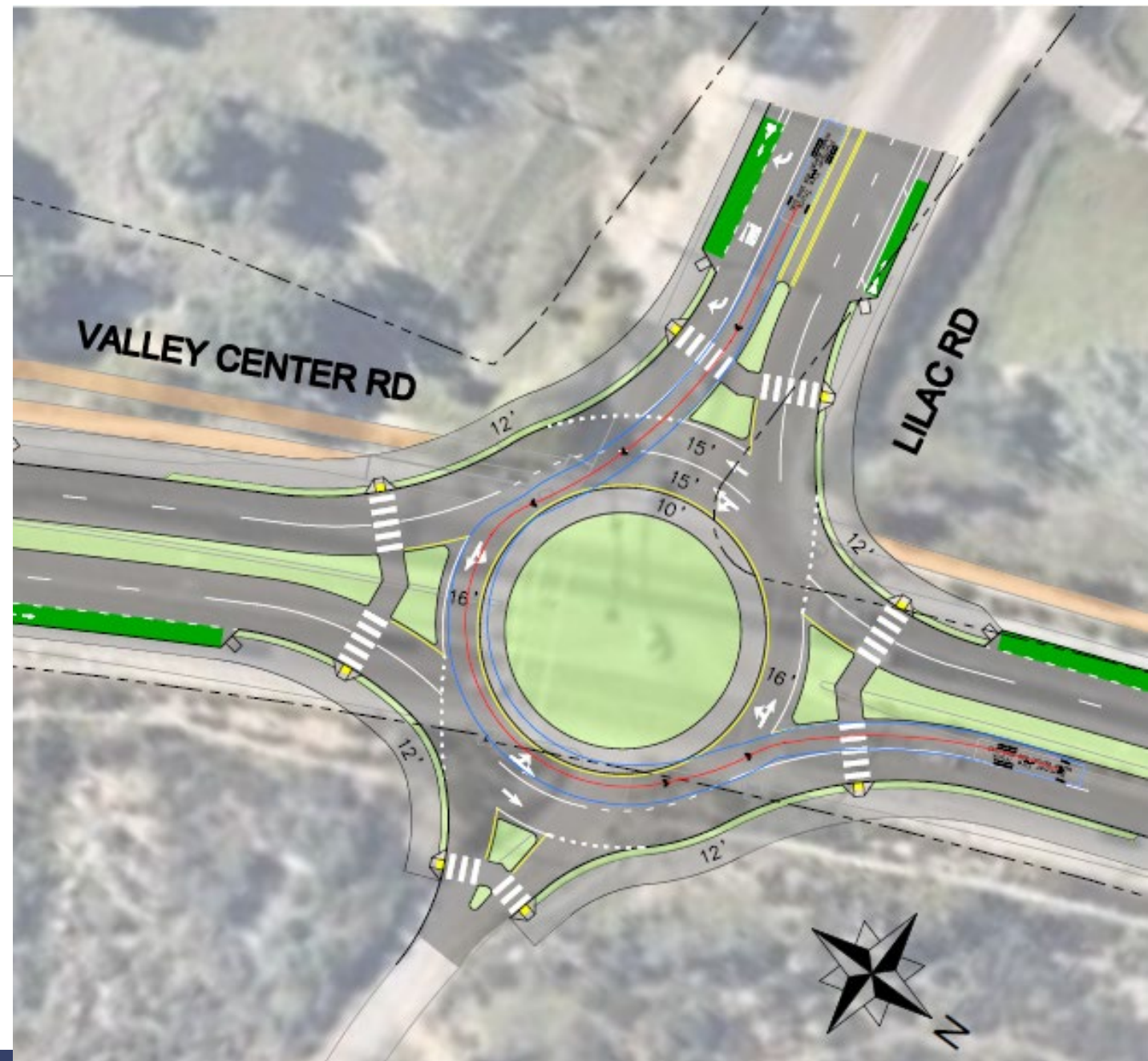
Left Turn Templates



Pumper Fire Truck

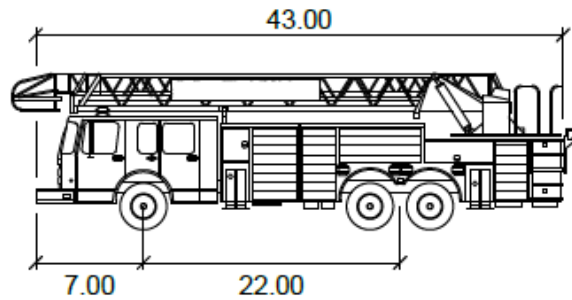
	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

- Center line of the vehicle
- Wheel tracking



Left Turn Templates

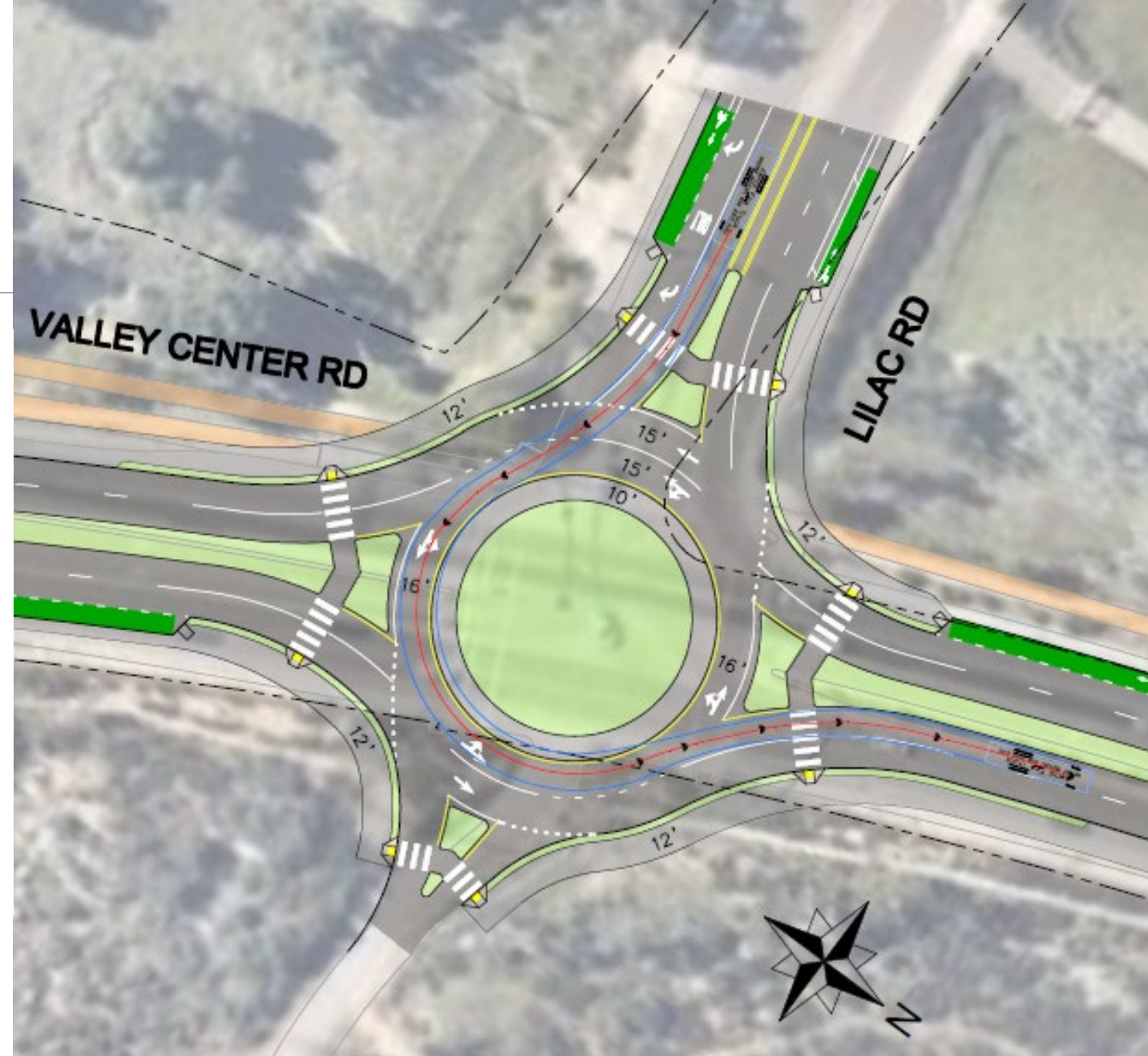
VALLEY CENTER RD – LILAC RD
TURN TEMPLATE



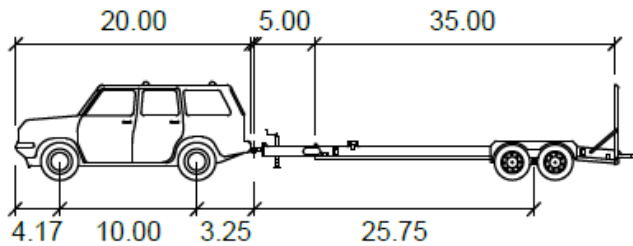
Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

- Center line of the vehicle
- Wheel tracking



Left Turn Templates

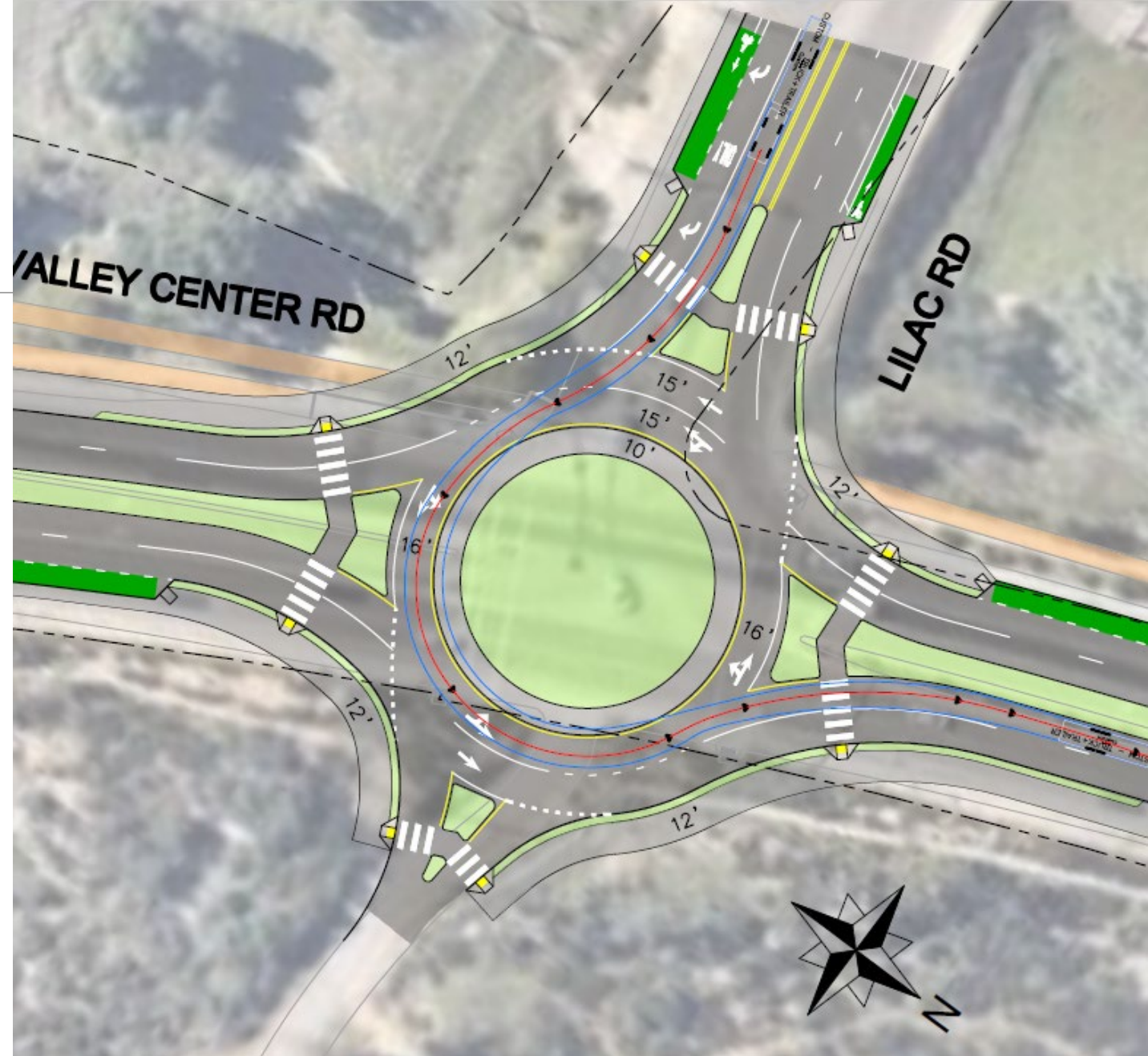


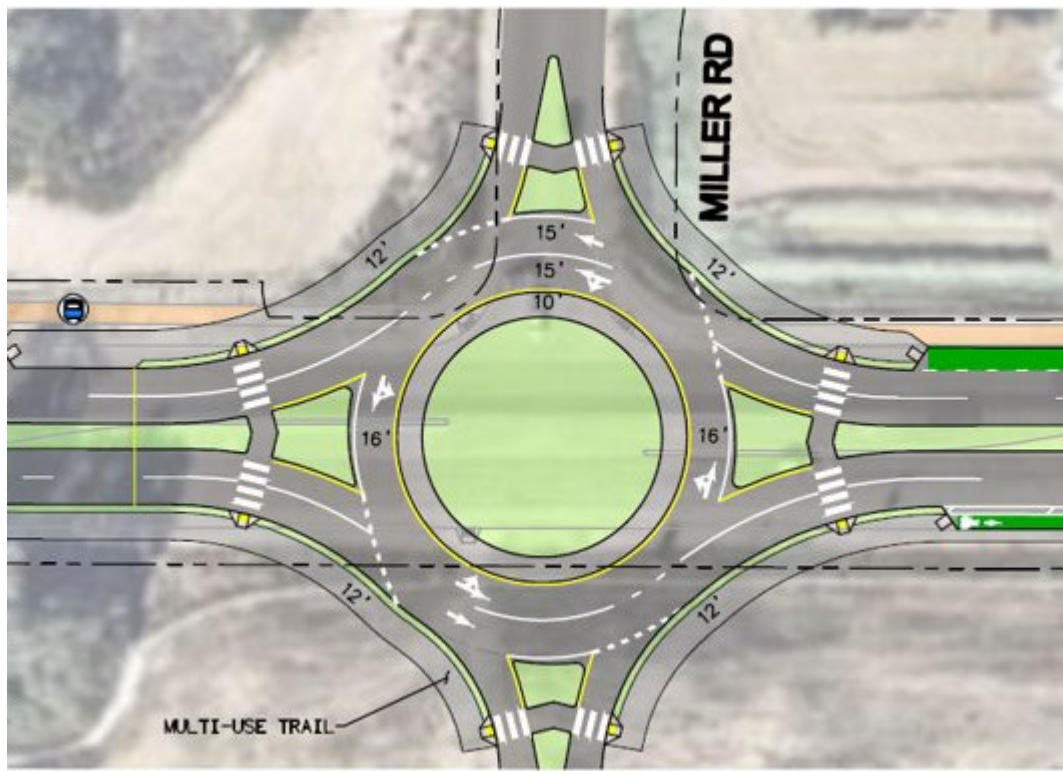
CUSTOM - TRUCK+TRAILER

	feet
Car Width	: 7.00
Trailer Width	: 8.00
Car Track	: 7.00
Trailer Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 19.8
Articulating Angle	: 50.0

TRUCK AND TRAILER DIMENSIONS ARE CONSISTENT WITH DIMENSIONS OF THE TRUCK AND TRAILER USED TO TRANSPORT A CALFIRE BULLDOZER DURING A FIRE EMERGENCY

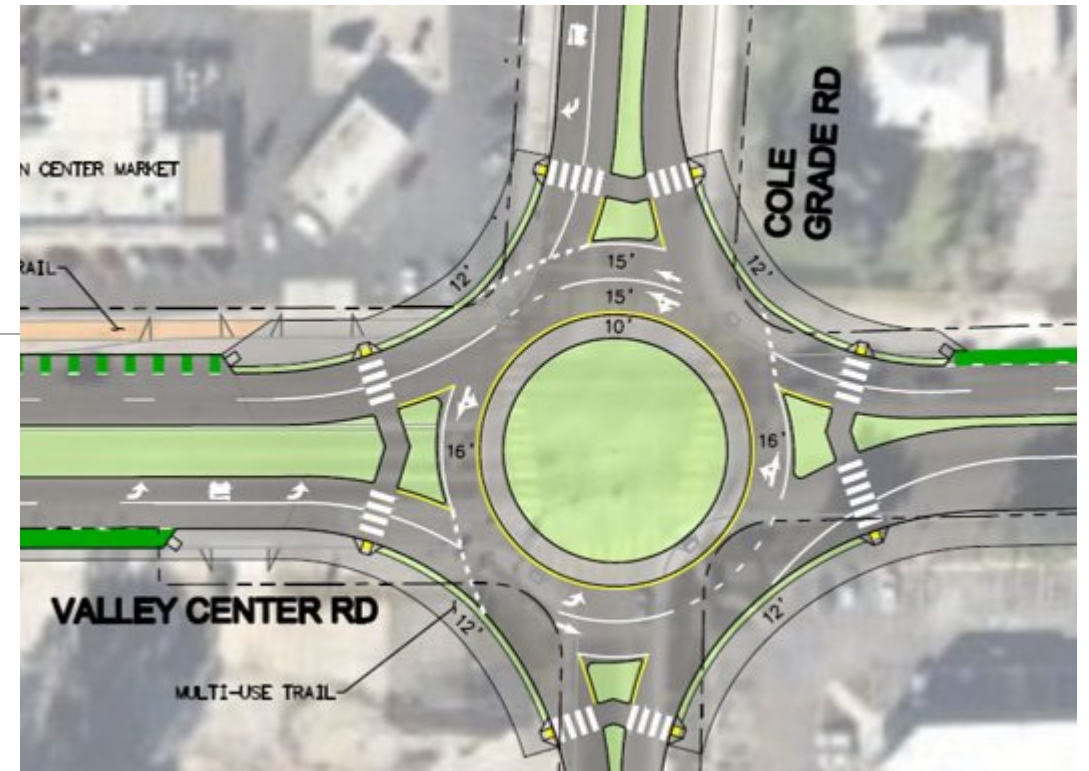
- Center line of the vehicle
- Wheel tracking





Entry point to North Village from the south

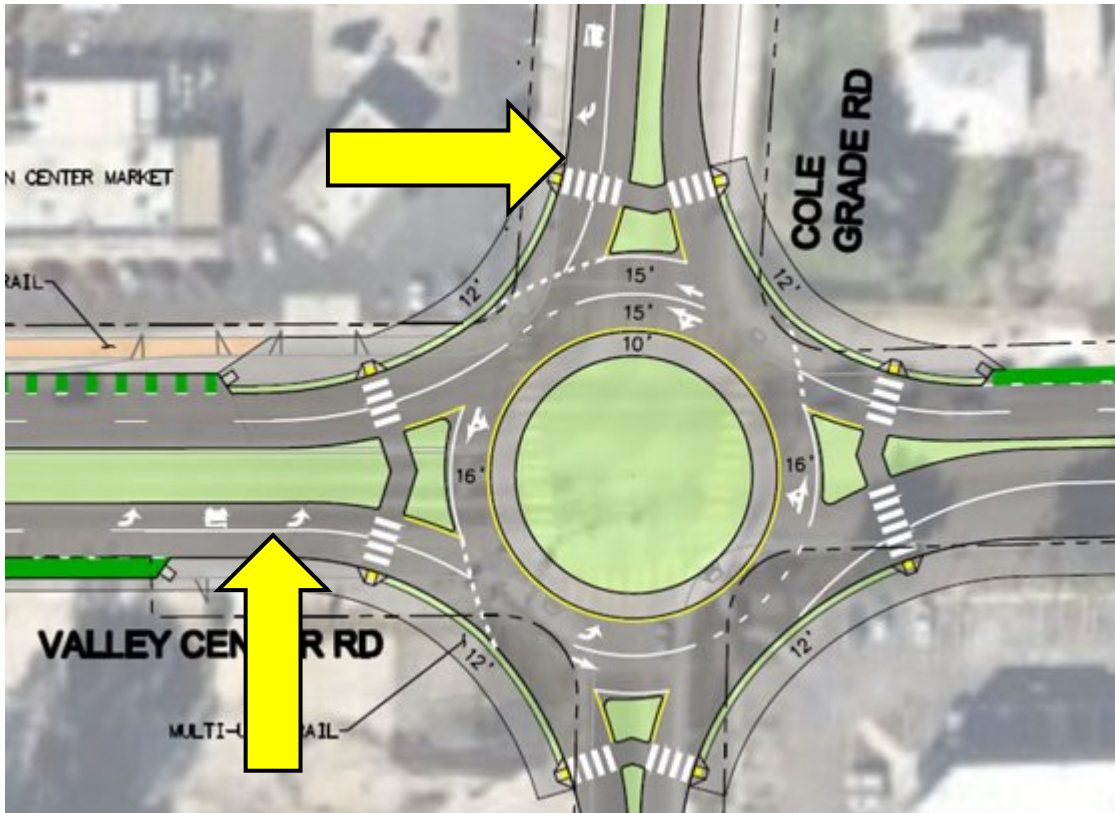
Miller deficient intersection (LOS) under the existing stop control



Public Comments:

- signals too close together
- dangerous speeds coming out of the curve:
- need to slow traffic in this area, while keeping it moving
- need for more pedestrian friendly atmosphere
- need to improve pedestrian safety

Dedicated Turn Lane at Cole Grade.



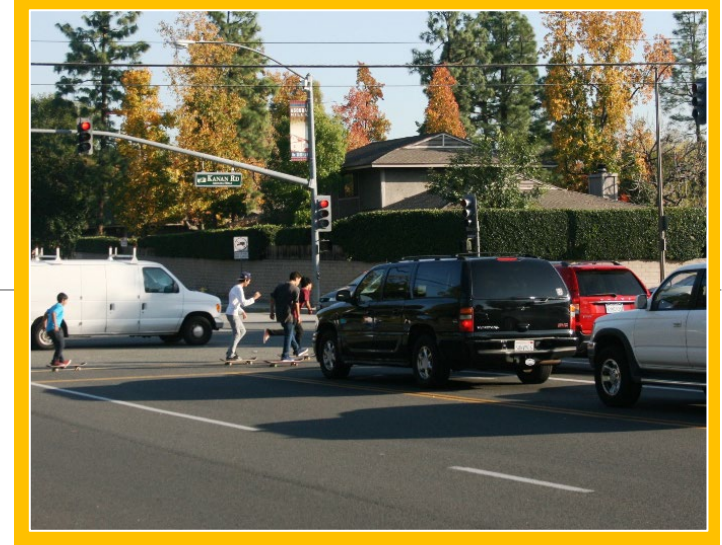
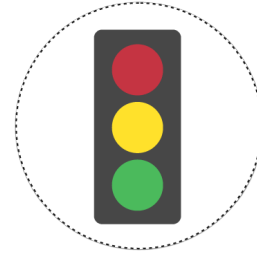
- High volume of left turns onto Cole Grade and right turns from Cole Grade
- Keep traffic moving

Roundabouts & Emergency Response

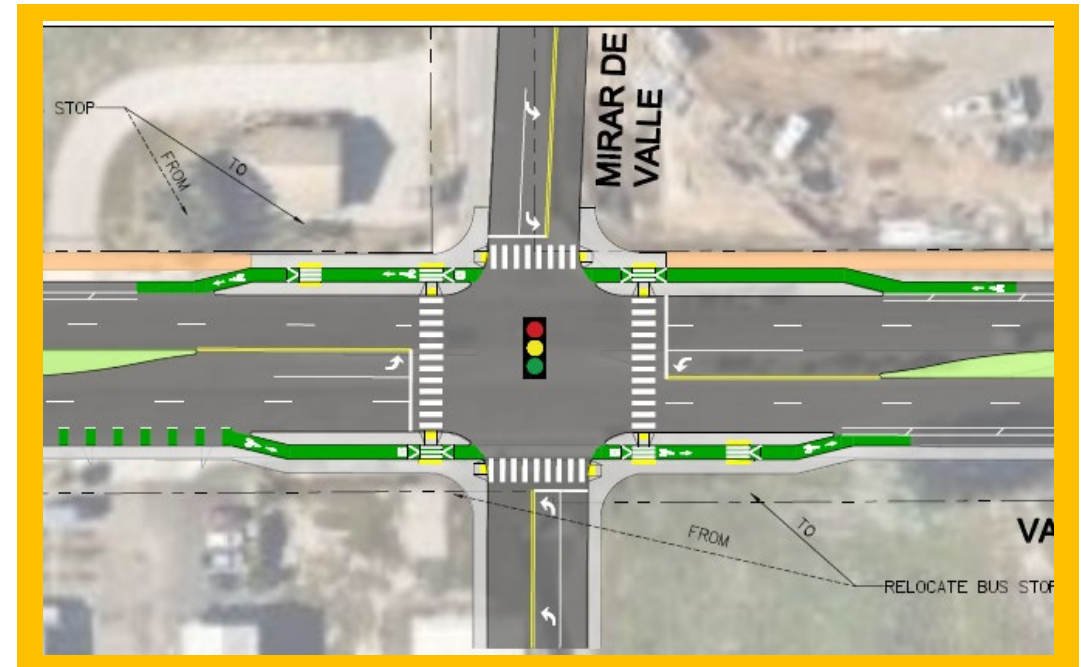


- Geometrics are favorable for contra-flow operations
- Handle more traffic capacity than signals (2-lane can handle 45-50k ADT); remove need to address signal operations during evacuation
- *Federal Highway Administration - Roundabouts and First Responders, Saving Lives Together*

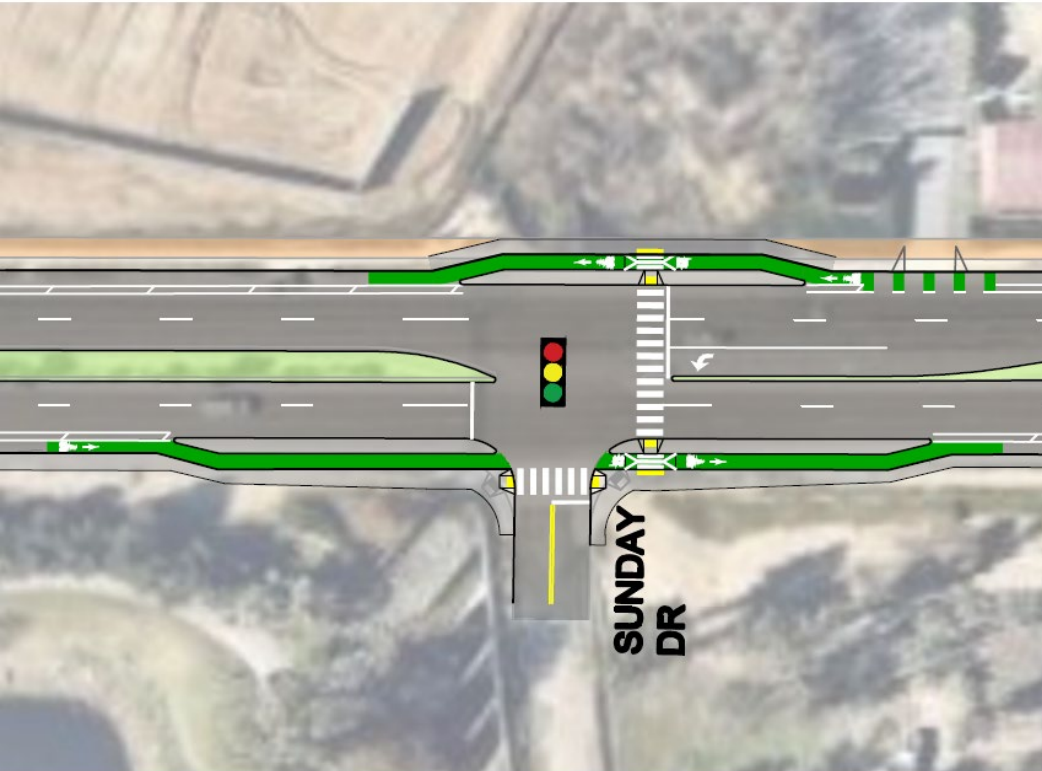
Intersection Control: Signalized Intersection



- Vehicles comply with traffic signals, coming to a full stop at a red light
- Traffic travels in opposite directions

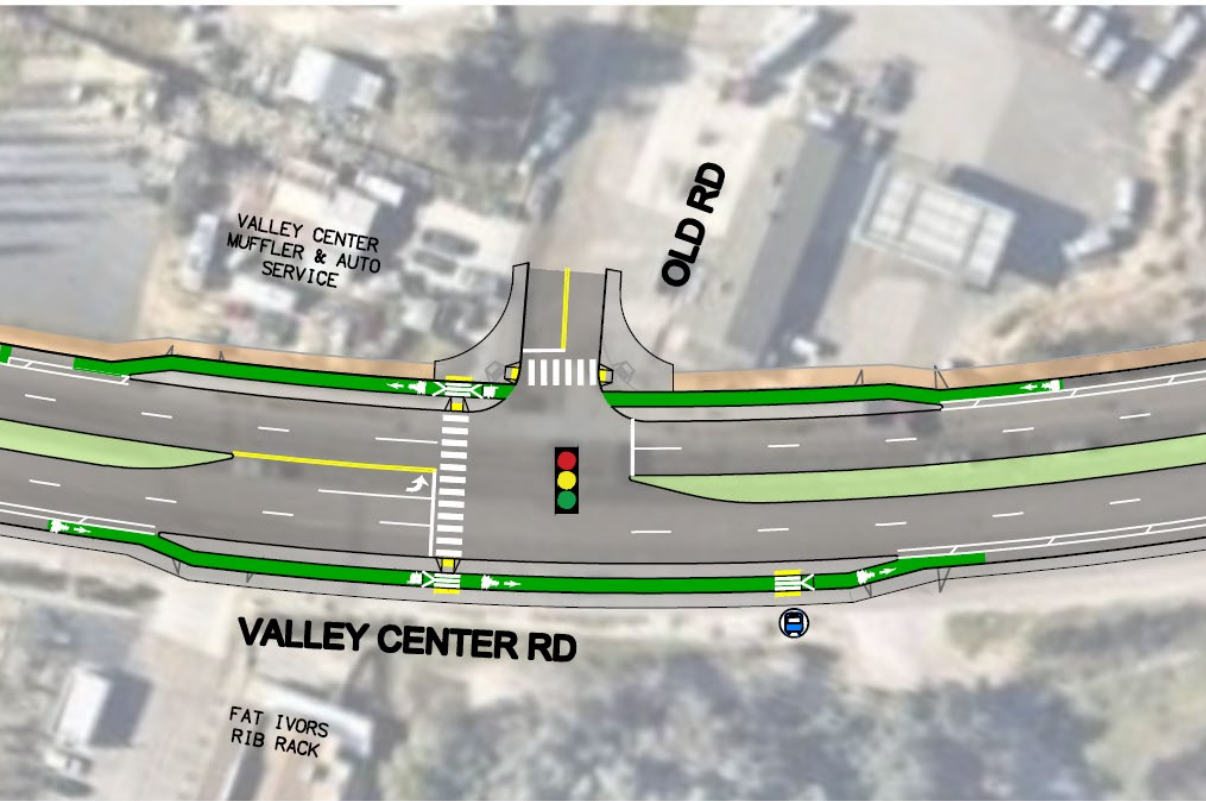


Sunday Drive Traffic Signal



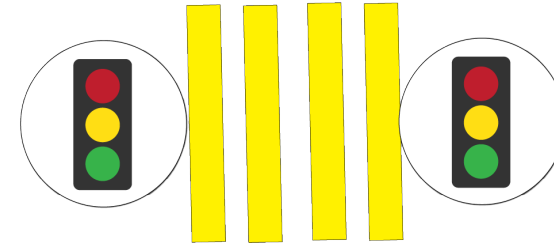
- Access for approved Tentative Map for 71-unit subdivision (Butterfield Trails)
- Recent Board direction - feasibility analysis for potential purchase of Butterfield Trails property as a park
- Public comments: pedestrian safety at this location and poor line of sight along Valley Center Road

Old Road Traffic Signal

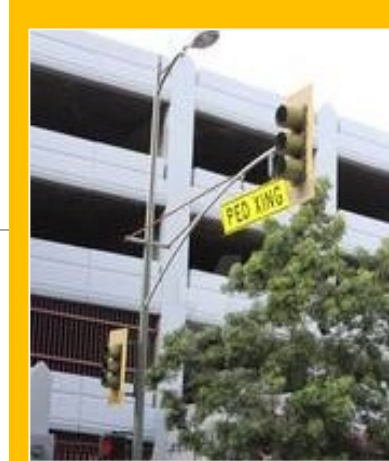
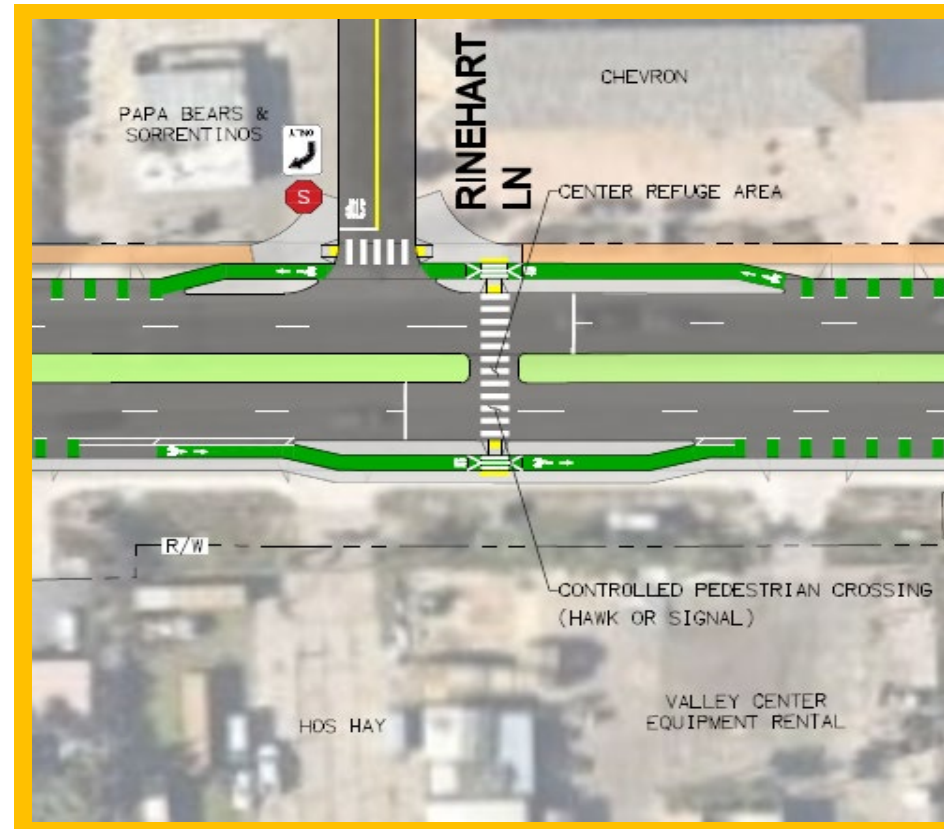


- LOS E/F with stop control
- 14 crashes reported (2013-2018) and more since
- Location at the end of a curve
- 85th percentile speeds in the upper 50s (speed limit of 45)
- Public comments: dangerous turns here due to limited sight distance and high speeds

Intersection Control: Controlled Pedestrian Crossing



- Vehicles stop when activated by pedestrian
- Both provide a clear right-of-way for pedestrians
- HAWK has special head for lights, where a pedestrian signal looks like a traditional traffic signal
- HAWK or pedestrian signal to be determined at later engineering phase



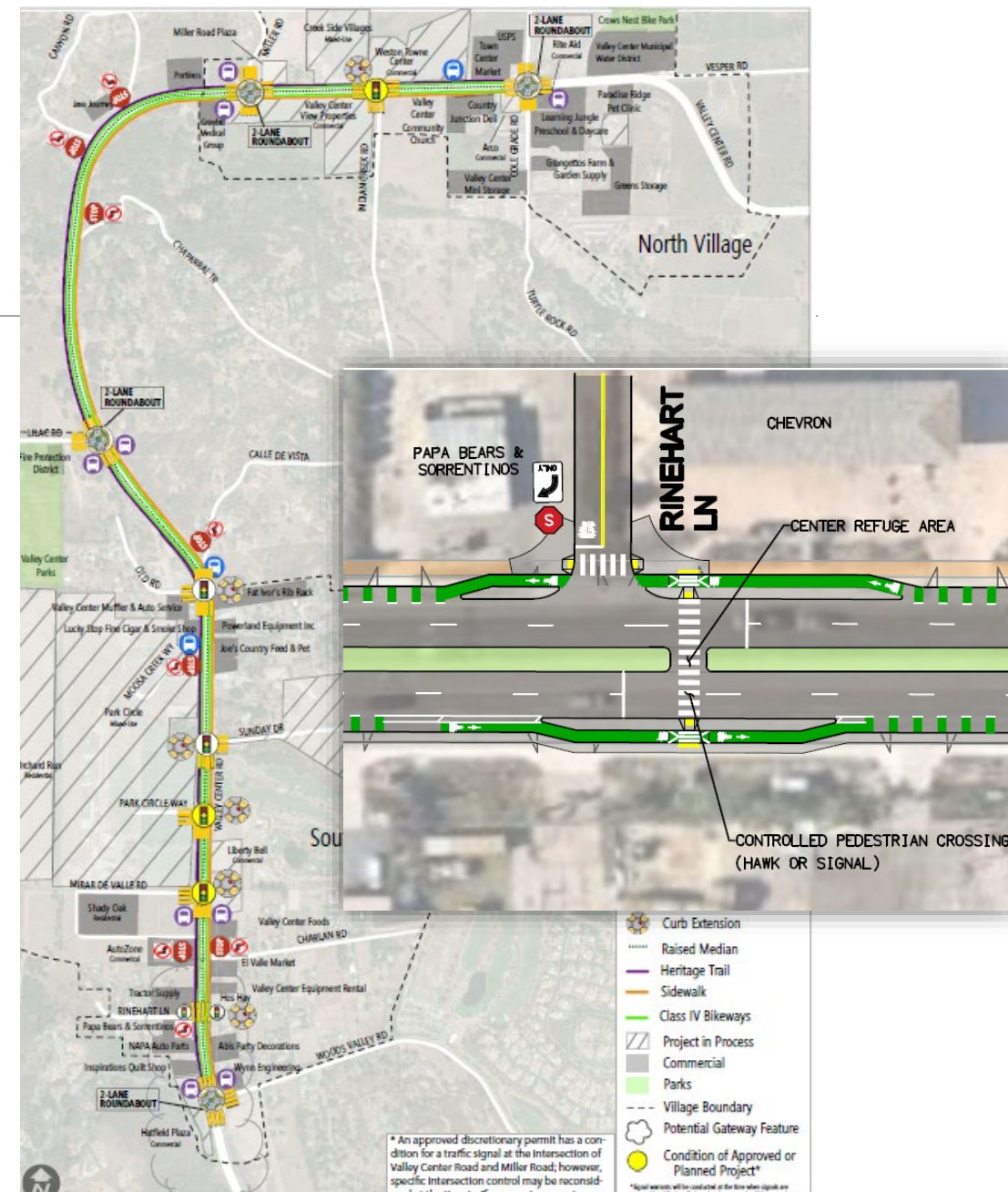
Pedestrian Signal



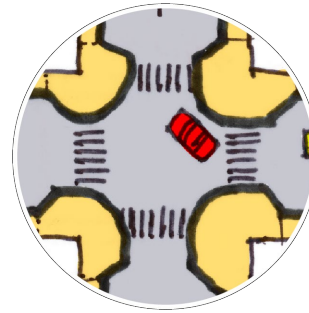
Pedestrian Hybrid Beacon (HAWK)

Intersection Control: Controlled Pedestrian Crossing

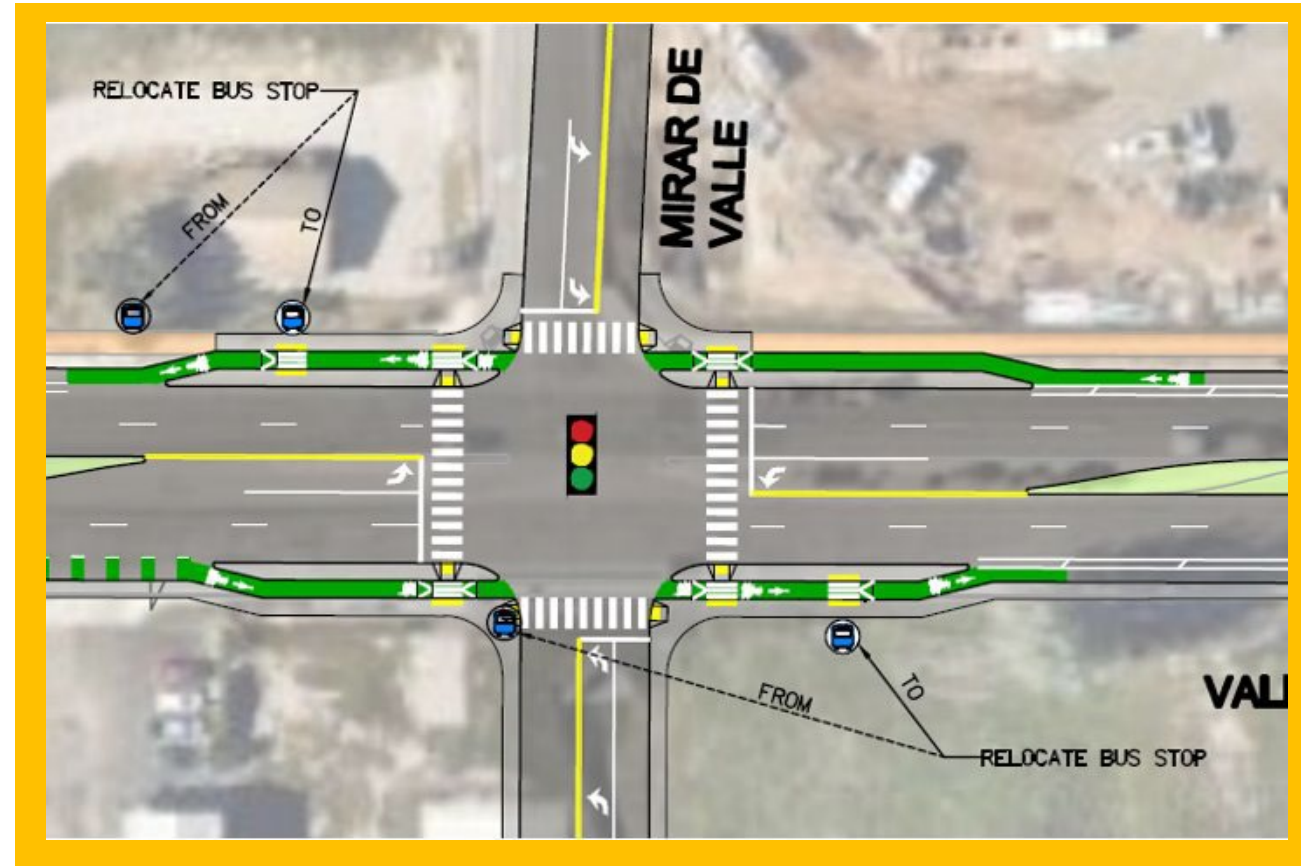
- Currently 4 signals on 2.5-mile corridor:
 - Woods Valley Road
 - Park Circle Way
 - Lilac Road
 - Cole Grade Road
- With Concept Plan Controlled Crossings
 - Within approximately 1/4 mile in the Villages
 - Ideal maximum distance for pedestrian-oriented development



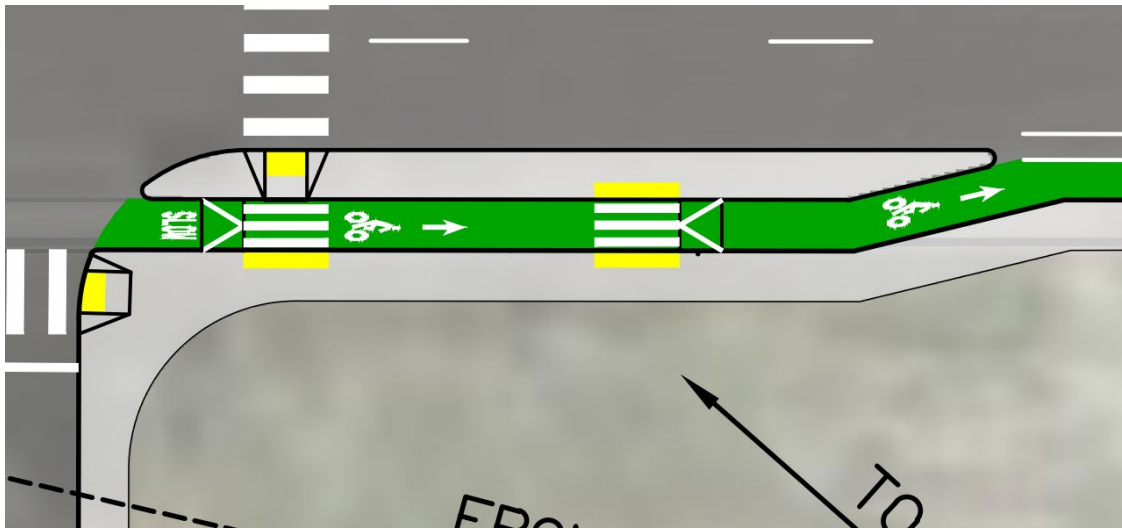
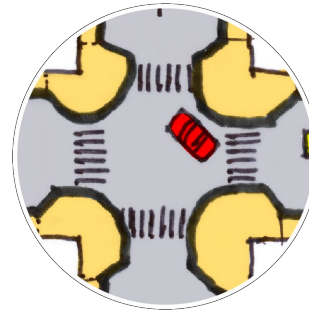
Traffic Calming: Curb Extensions



- Reduces the pedestrian crossing distance
- Visually and physically narrows the roadway
- Improved visibility of pedestrians and motorists
- Class IV bikeway transitions behind pedestrian waiting area
- Class IV bikeway transitions to sidewalk level



Traffic Calming: Curb Extensions

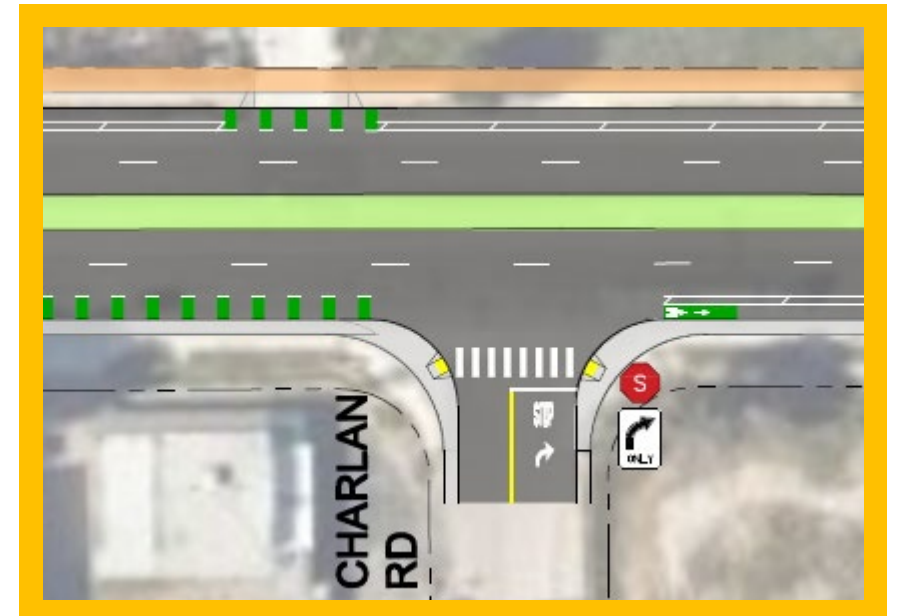


Proposed at each signalized intersection, including the pedestrian signal at Rinehart



Traffic Calming & Access: Raised Median

- Physical barrier between traffic
- Median closings can be used to improve corridor safety at side street access points
- May reduce head-on and T-bone crashes



Traffic Calming & Access: Raised Median & U-turn Distance

- For safety improvements, median closings / no left turn proposed at all stop sign controlled side streets and driveways
- Reduced distances to signal or roundabout controlled U-turns with Draft Corridor Concept Plan



0.59 miles
(72 seconds @ 30 mph)
(53 seconds @ 40 mph)

0.43 miles
(52 seconds @ 30 mph)
(39 seconds @ 40 mph)

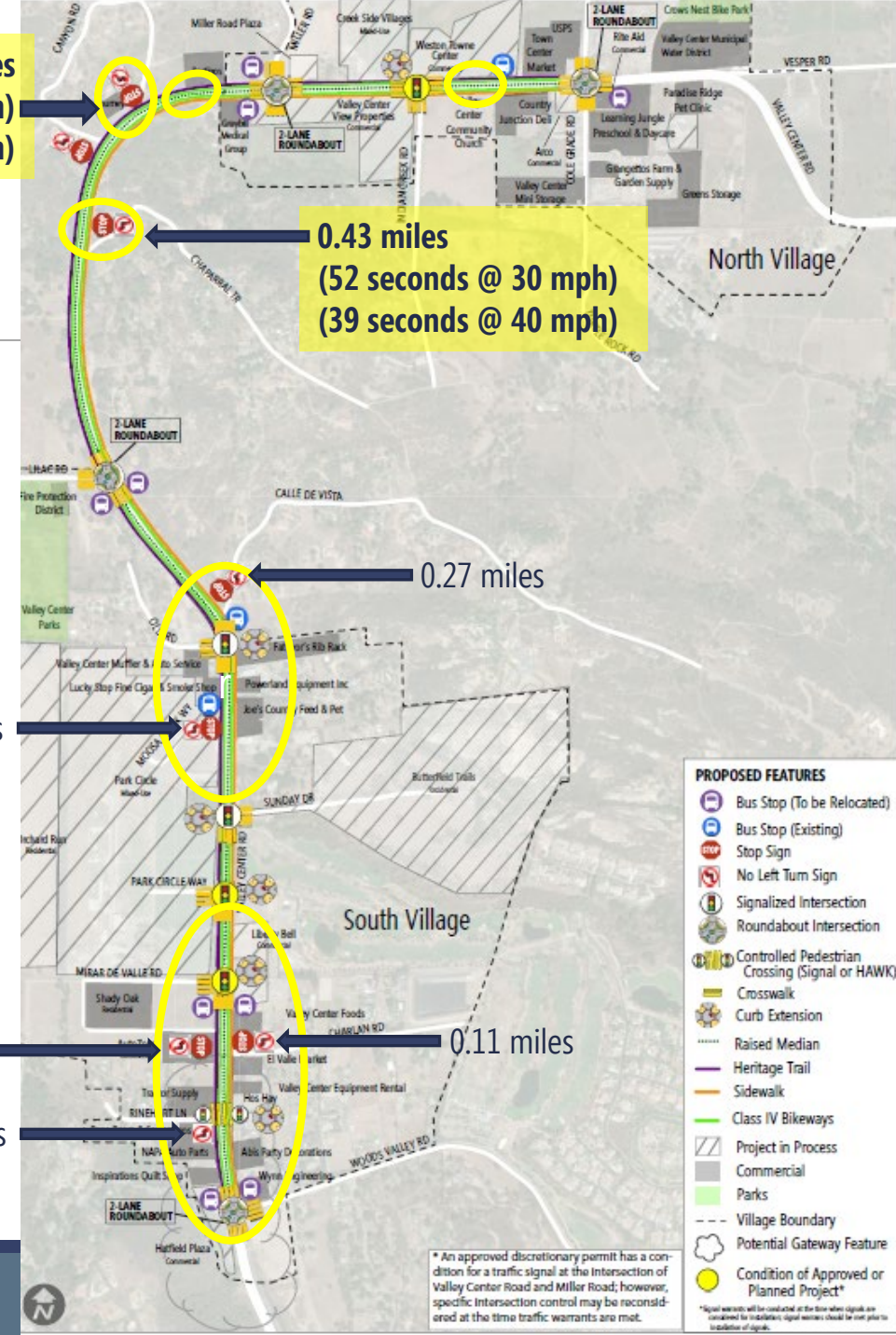
0.27 miles

0.15 miles

0.28 miles

0.14 miles

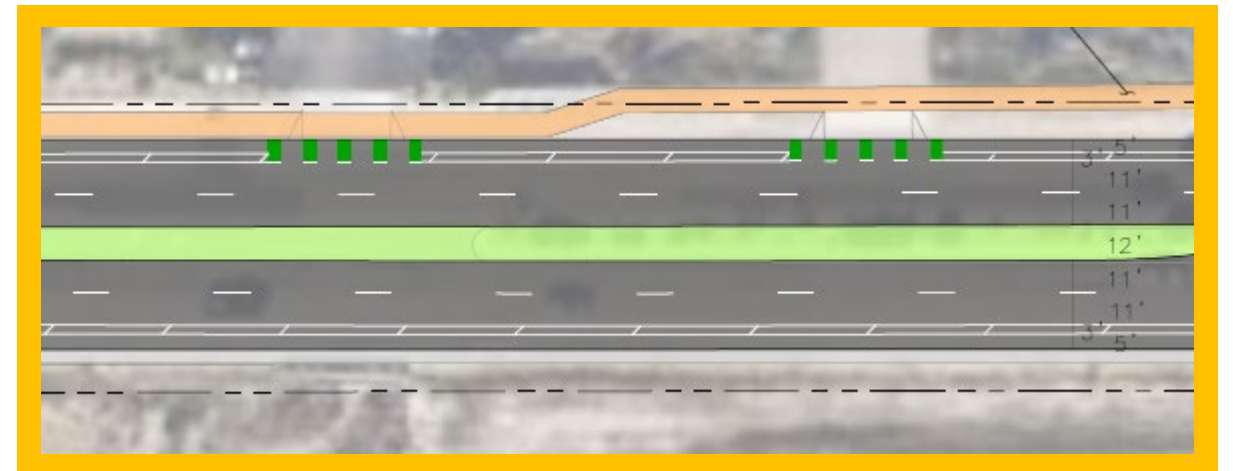
0.11 miles



Bicycle Facilities:

Class IV Bikeway with Delineators

- Provides a physical separation between bikes and moving traffic
- Improved safety and comfort anticipated to increase bike trips
- Green paint in conflict zones
- Consistent with the General Plan Mobility Element for the corridor
- Can narrow travel lanes and help slow traffic

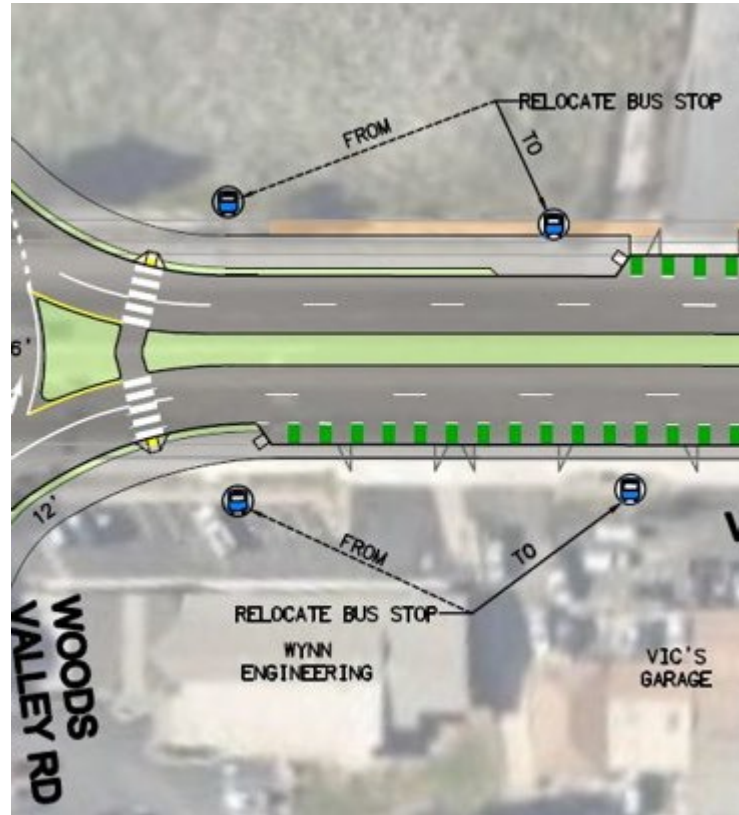


Bus Stop Relocation

Class IV Bikeways & Roundabouts

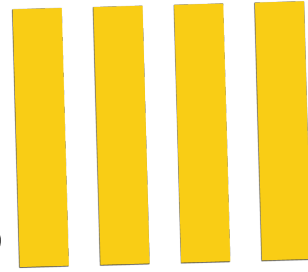


Example photo of the bikeway behind the pedestrian waiting area



- Integration of bus stops with roundabouts and Class IV bikeway
- Proposal to bring the Class IV bikeway behind the bus stop pedestrian waiting area

Pedestrian Facilities: Continental Crosswalks



- High visibility marked crosswalks are accompanied by ADA curb ramps and signage
- White crosswalks indicates a standard crosswalk
- Yellow crosswalk indicates a school crossing



1st Interactive Exercise

VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

Welcome to the Community Workshop 3 for the Valley Center Road Corridor Concept Plan project. This third workshop will include a presentation on the Draft Corridor Concept Plan, next steps in the process, and interactive exercises to receive input.

COMMUNITY CONCERNS THAT LED TO PROJECT INITIATION:

County staff pursued a Caltrans grant for the Valley Center Road Corridor Concept Plan and initiated the project in response to a set of recurring concerns from the community. These concerns have continued to be reflected in public input through the course of the project, and include:

- The need for traffic calming to reduce the prevalence of speeding along the corridor, while still keeping traffic moving
- Concerns with the increasing prevalence of collisions along the corridor
- The need for a comprehensive approach to corridor access management, as opposed to relying in incremental access management through private development conditions
- The need for improved safety for pedestrians and bicyclists
- Desire to develop more of a Village atmosphere in this area of the North and South Villages, with reduced speeds promoting a pedestrian-friendly atmosphere, sense of place, and encouraging residents and visitors to visit Village establishments.

As part of the Workshop, the project team would like stakeholders to keep these recurring concerns in mind when thinking about the purpose of the project. At the five stations, you can learn more about public input received during the course of the project and connect the input to components of the Draft Corridor Concept Plan. When you are visiting the stations, think about and discuss how well components of the Draft Corridor Concept Plan address the recurring concerns that led to project initiation, and additional public input received.

We are seeking your overall input on the Draft Corridor Concept Plan. Since many of you are seeing and learning about this Plan for the first time this evening, don't feel like you have to provide all your input during this workshop. A 30-day public review period will run through August 20th.

INTERSECTION CONTROL & ACCESS WHAT WE HEARD

What We Heard About Access:

- U-Turns on Valley Center Road are challenging.
- Slowing down to make a right turn from Valley Center Road is scary.
- Turns to and from driveways are hard to navigate.
- Unsafe to turn onto/off of Valley Center Road: it is very hard to see speeding cars.
- Poor line of sight turning left on Valley Center Road from Old Road.
- New development will create more traffic, making it harder to turn onto Valley Center Road.

What We Heard About Intersection Safety:

- Pedestrians have a hard time trying to cross Valley Center Road.
- More crosswalks are needed at intersections.
- More signals will not make the intersections safer.
- Roundabouts slow down traffic, cause fewer serious accidents, and allow more cars to get out in case of a fire.
- The intersection at Cole Grade Road is very c

STATION 1 - INTERSECTION CONTROL & ACCESS

Here we will discuss Intersection control and overall access. The Draft Corridor Concept Plan includes 4 roundabouts, 2 newly proposed traffic signals, 3 traffic signals carried forward in the plan that are conditions of private development, and one controlled pedestrian crossing.

Do the improvements included in the Draft Corridor Concept Plan address the community concerns that led to project initiation and the additional public input discussed at this station, regarding Intersection Control & Access?

THOUGHTS/COMMENTS:

VALLEY CENTER ROAD
CORRIDOR CONCEPT PLAN

- Boards showcase how community comments have been addressed
- Workshop guide will be provided to take notes and answer questions/provide comments
- Facilitators will lead discussions and solicit input on the overall Draft Concept Plan

Time is UP!

Implementation Considerations

- Plan for adoption via an ordinance to supplement the County Public Road Standards, as applied in the corridor
 - Allows for conditioning private development along the corridor for consistency with the plan
- Long-term plan; ongoing evaluation of funding options for County implementation of any components

Grant Opportunities

- SANDAG (Regional Planning Agency) Smart Growth Incentive Program
 - Potential funding for infrastructure projects that increase transportation options
- SANDAG Active Transportation Grant Program
 - Potential funding for pedestrian and bicycle infrastructure
- Caltrans Active Transportation Grant Program
 - Potential funding for pedestrian and bicycle infrastructure
- Federal Highway Safety Improvement Program
 - Aimed at reducing traffic injuries and fatalities on public roads
 - Potential funding for access control, and pedestrian and bicycle improvements
 - Upcoming adoption of the County's Local Road Safety Plan (LRSP) will allow eligibility



APPROACH

Zero is our goal. A Safe System is how we get there.

Rough Order of Magnitude (ROM) Cost

- Project team coordination with County Capital Improvement Program (CIP) staff for considering recent infrastructure projects and realistic assumptions
- \$52.5 million (2022 dollars – escalation factor added for future year buildout)
 - \$29.3M – Construction
 - \$23.2M – Project Delivery (environmental, engineering, ROW)
- ROM details in Draft Corridor Concept Plan Analysis Report (on website)

Next Steps

Public review, CPG Subcommittee review, full CPG review

Prepare Pre-Final Corridor Concept Plan followed by CEQA analysis

Hearings of the Planning Commission and then the Board of Supervisors for Plan adoption

Next Public Meetings

- Combined meeting of the CPG's Mobility Subcommittee and Community Plan Update Subcommittee:
 - Wednesday, August 17, 6pm
 - Adams Park Meeting Room – 28751 Cole Grade Road
- Community Planning Group (CPG)
 - Monday, September 12, 7pm
 - Adams Park Meeting Room – 28751 Cole Grade Road

Online Input/Public Review

- Drop off workshop guide insert as you leave
- **OR**
- Submit comments **via email** using your workshop guide or in a format that works for you:

pds.communityplanupdates@sdcounty.ca.gov

STATION 1 - INTERSECTION CONTROL & ACCESS

Here we will discuss Intersection control and overall access. The Draft Corridor Concept Plan includes 4 roundabouts, 2 newly proposed traffic signals, 3 traffic signals carried forward in the plan that are conditions of private development, and one controlled pedestrian crossing.

Do the improvements included in the Draft Corridor Concept Plan address the community concerns that led to project initiation and the additional public input discussed at this station, regarding Intersection Control & Access?

THOUGHTS/COMMENTS:

STATION 2 - LEFT TURNS & MEDIANS

Here we will discuss new raised medians and new no left turn restrictions included in the Draft Corridor Concept Plan. We will focus on distance to the nearest intersection to u-turns when access is modified due to the medians.

Do the improvements included in the Draft Corridor Concept Plan address the community concerns that led to project initiation and the additional public input discussed at this station, regarding Left Turns & Medians?

THOUGHTS/COMMENTS:

STATION 3 - PEDESTRIAN & BICYCLE ACCESS

Here we will discuss the different bicycle and pedestrian elements of the Draft Corridor Concept Plan including new controlled crossing locations, new sidewalks, and proposed integration of pedestrian and bicycle facilities with roundabouts, curb extensions, and bus stops.

Do the improvements included in the Draft Corridor Concept Plan address the community concerns that led to project initiation and the additional public input discussed at this station, regarding Pedestrians & Bicycle Access?

THOUGHTS/COMMENTS:

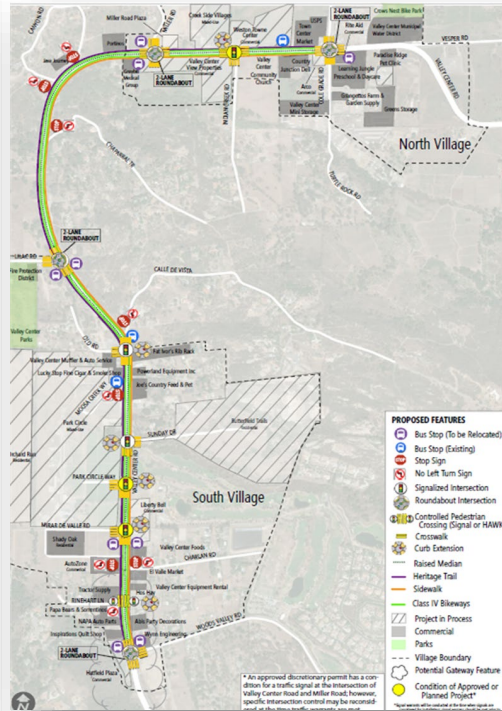
Online Input / Public Review

Valley Center Road Corridor Concept Plan DRAFT CORRIDOR CONCEPT PLAN ANALYSIS REPORT

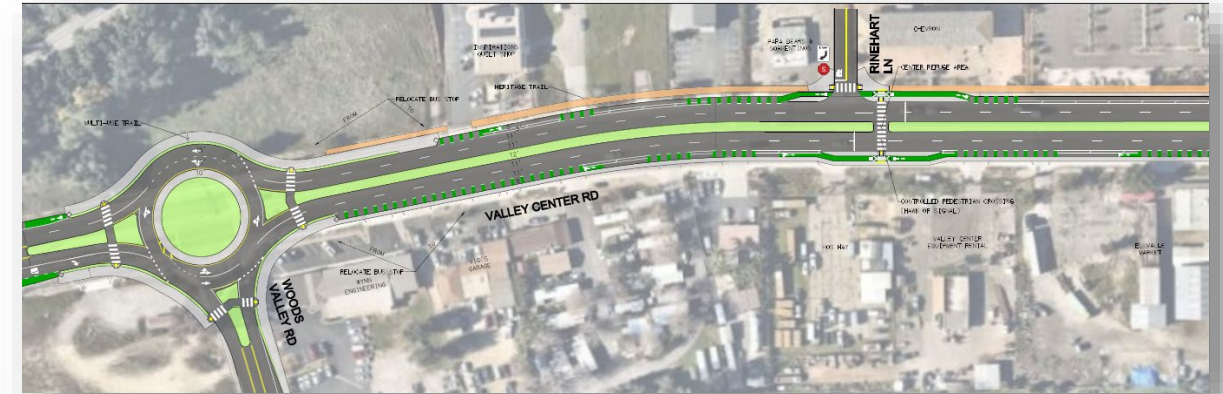


Prepared for:  Prepared by: **Michael Baker INTERNATIONAL**

Draft Corridor Concept Plan Analysis Report



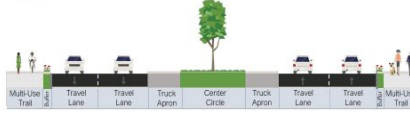
Full Corridor Plan Sheet



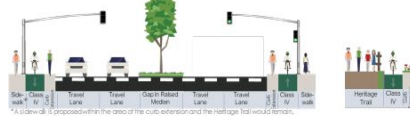
Zoomed in Plan Sheets Showing More Detail



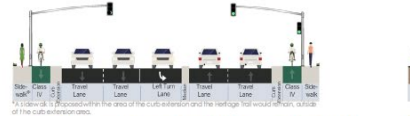
A Typical Two-Lane Roundabout
Pedestrians and bicyclists travel around the perimeter of the roundabout on a multi-use trail. The trail is accessible to bicycles via bike ramps on the approach to and departure from the roundabout. Bicyclists may also choose to share the lane and travel through the roundabout with vehicles. Marked crosswalks are provided on all legs of the roundabout for pedestrians. Spillier islands provide a refuge area for pedestrians as they cross each direction of traffic.




B Controlled Pedestrian Crossing with Curb Extensions
The controlled pedestrian crossing at Rinehart Lane may include either a hybrid beacon (HAWK) or a pedestrian traffic signal. Either option will be activated by the pedestrian using a push button and both will stop traffic to provide a dedicated time for pedestrians to cross the street while vehicles are stopped at a red light. A gap in the raised median at the controlled crossing provides a refuge area for a pedestrian should they need additional time to cross the street.




D Typical Signalized Intersection with Curb Extensions
Traffic signals will improve access along the Valley Center Road corridor by clearly defining time for pedestrians, bicycles and vehicles to cross or proceed along the roadway. Curb extensions are included at all signalized intersections to reduce the crossing distance and reduce the amount of time to cross the street.



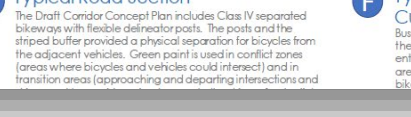
C Typical Curb Extension
Curb extensions shorten the crossing distance for pedestrians across Valley Center Road. Curb extensions also provide additional traffic calming along the road. The Class IV separated bikeway ramps up to sidewalk level through the curb extension to allow level crossing for pedestrians across the bikeway.



E Typical Road Section
The Draft Corridor Concept Plan includes Class IV separated bikeways with flexible delineator posts. The posts and the striped buffer provided a physical separation for bicycles from the adjacent vehicles. Green paint is used in conflict zones (areas where bicycles and vehicles could intersect) and in transition areas (approaching and departing intersections and



F Typical Bus Stop with Curb Extension
Buses must stop along the curb for passengers to board. Since the Class IV separated bikeway would prevent buses from entering the bicycle lane to stop curb adjacent, the bicycles are moved behind a bus loading area. The Class IV separated bikeway is ramped up to sidewalk level the length of the bus



Cross Sections Sheets

2nd Interactive Exercise

WHAT WOULD YOU LIKE TO SEE PRIORITIZED?



Raised Medians



Curb Extensions



Pedestrian Crossing



VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN

**THANK YOU
FOR PARTICIPATING**



Project Email:

pds.communityplanupdates@sdcountry.ca.gov

Project Phone:

(858) 505-6677

Project Website:

BIT.ly/vcroadstudy

